

**WORK SESSION:** A work session will be held at 6:00 p.m. in Conference Room #3, Second Floor, of the Farmington City Hall, 160 South Main Street. The work session will be to review the audit report and to answer any questions the City Council may have on agenda items. The public is welcome to attend.

## **FARMINGTON CITY COUNCIL MEETING NOTICE AND AGENDA**

Notice is hereby given that the City Council of **Farmington City** will hold a regular City Council meeting on **Tuesday, January 3, 2017, at 7:00 p.m.** The meeting will be held at the Farmington City Hall, 160 South Main Street, Farmington, Utah.

*Meetings of the City Council of Farmington City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207, as amended. In such circumstances, contact will be established and maintained via electronic means and the meeting will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.*

The agenda for the meeting shall be as follows:

### **CALL TO ORDER:**

7:00 Roll Call (Opening Comments/Invocation) Pledge of Allegiance

### **PRESENTATIONS:**

7:05 Review and Acceptance of Audit Report

7:20 Presentation of “Award of Financial Reporting Achievement” to Keith Johnson

### **NEW BUSINESS:**

7:25 Proposed Valuation Table Change for Building Permit Fees

7:35 General Plan Amendment Request for Hughes Property

### **SUMMARY ACTION:**

7:45 Minute Motion Approving Summary Action List

1. Approval of Additional Fire Personnel
2. Park Lane Commons Phase IV Deferral Agreement
3. License Agreement for Bassett Leach Field
4. Approval of Minutes from November 15, 2016
5. Approval of Minutes from December 6, 2016

### **GOVERNING BODY REPORTS:**

7:50 City Manager Report

1. Executive Summary for Planning Commission held on December 1, 2016 and December 15, 2016
2. November Monthly Activity Reports for Police and Fire

7:55 Mayor Talbot & City Council Reports

**ADJOURN**

**CLOSED SESSION**

Minute motion adjourning to closed session, if necessary, for reasons permitted by law.

DATED this 29th day of December, 2016.

**FARMINGTON CITY CORPORATION**

By: \_\_\_\_\_  
Holly Gadd, City Recorder

**\*PLEASE NOTE:** Times listed for each agenda item are estimates only and should not be construed to be binding on the City Council.

*In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting, should notify Holly Gadd, City Recorder, 451-2383 x 205, at least 24 hours prior to the meeting.*

## CITY COUNCIL AGENDA

For Council Meeting:  
January 3, 2017

### **S U B J E C T: Roll Call (Opening Comments/Invocation) Pledge of Allegiance**

It is requested that City Council Member Brigham Mellor give the invocation to the meeting and it is requested that Mayor Jim Talbot lead the audience in the Pledge of Allegiance.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.

## CITY COUNCIL AGENDA

For Council Meeting:  
January 3, 2017

**S U B J E C T: Review and Acceptance of Audit Report**

### **ACTION TO BE CONSIDERED:**

Hear the auditor's presentation of the audit and approve the audit report for FY2016.

### **GENERAL INFORMATION:**

See enclosed staff report prepared by Keith Johnson.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



# FARMINGTON CITY

## City Council Staff Report

H. JAMES TALBOT  
MAYOR

BRETT ANDERSON  
DOUG ANDERSON  
JOHN BILTON  
BRIGHAM N. MELLOR  
CORY R. RITZ  
CITY COUNCIL

DAVE MILLHEIM  
CITY MANAGER

To: Mayor and City Council

From: Keith Johnson, Assistant City Manager

Date: December 15, 2016

Subject: **AUDIT REPORT.**

### RECOMMENDATIONS

Hear the auditors presentation of the audit and approve the audit report for FY 2016.


### BACKGROUND

Enclosed is the CAFR (comprehensive annual financial report) for FY 2016. The auditors have completed the audit of the City finances and will present their report to you in the work session and for your approval in the City Council meeting.

The audit report shows that the General Fund for the City ended with a fund balance of \$2,528,235, with the unassigned balance of \$1,792,672 and the rest either restricted or assigned. This is an increase to the fund balance of around \$594,000, which the original budget showed the fund balance decreasing by \$372,044. Revenues came in higher than budgeted by over \$1,335,000 from the original budget. Expenditures were \$500,000 more than originally budgeted, but were almost \$620,000 less than the amended budget. This is good to have the increase in the fund balance instead of using some of the fund balance. The biggest change in revenue was licenses and permits as the amount received from building permits were at the highest levels the City has ever had. It was over a \$500,000 increase over what was originally budgeted. Sales taxes increased by over \$372,000 from the previous fiscal year and revenues increased overall by over \$1,538,000 or over a 17% increase.


All other funds look good even though the water and storm drain funds did not cover operating expenses with operating revenues. This was because the City did some major line replacements and other operating capital projects in these funds. It is necessary to stay up on these improvements to keep these systems at a good operating level. The recreation never covers expenses as the General Fund always transfers monies in for the overhead and personnel costs for the recreation programs.

Respectfully Submitted,



Keith Johnson,  
Assistant City Manager

Review and Concur,



Dave Millheim,  
City Manager

CITY COUNCIL AGENDA

For Council Meeting:  
January 3, 2017

**S U B J E C T:** Presentation of "Award of Financial Reporting Achievement" to  
Keith Johnson

**ACTION TO BE CONSIDERED:**

None.

**GENERAL INFORMATION:**

A representative from the Utah GFOA organization will be making this presentation.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



Government Finance Officers Association  
203 N. LaSalle Street - Suite 2700  
Chicago, IL 60601

Phone (312) 977-9700 Fax (312) 977-4806

May 16, 2016

Dave Millheim  
City Manager  
Farmington City Corporation  
PO Box 160  
Farmington UT 84025-0160

Dear Mr. Millheim:

We are pleased to notify you that your comprehensive annual financial report (CAFR) for the fiscal year ended June 30, 2015, qualifies for a Certificate of Achievement for Excellence in Financial Reporting. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

Each entity submitting a report to the Certificate of Achievement review process is provided with a "Summary of Grading" form and a confidential list of comments and suggestions for possible improvements in its financial reporting techniques. Your list has been enclosed. You are strongly encouraged to implement the recommended improvements into the next report and submit it to the program. If it is unclear what must be done to implement a comment or if there appears to be a discrepancy between the comment and the information in the CAFR, please contact the Technical Services Center (312) 977-9700 and ask to speak with a Certificate of Achievement Program in-house reviewer.

Certificate of Achievement program policy requires that written responses to the comments and suggestions for improvement accompany the next fiscal year's submission. Your written responses should provide detail about how you choose to address each item that is contained within this report. These responses will be provided to those Special Review Committee members participating in the review.

When a Certificate of Achievement is awarded to a government, an Award of Financial Reporting Achievement (AFRA) is also presented to the individual(s) or department designated by the government as primarily responsible for its having earned the Certificate. Enclosed is an AFRA for:

**Keith Johnson, Assistant City Manager**

Continuing participants will find a certificate and brass medallion enclosed with these results. First-time recipients will find a certificate enclosed with these results followed by a plaque in about 10 weeks. We hope that you will arrange for a formal presentation of the Certificate and Award of Financial Reporting Achievement, and that appropriate publicity will be given to this notable achievement. A sample news release has been enclosed. We suggest that you provide copies of it to local newspapers, radio stations and television stations. In addition, details of recent recipients of the Certificate of Achievement and other information about Certificate Program results are available in the "Awards Program" area of our website, [www.gfoa.org](http://www.gfoa.org).

A current holder of a Certificate of Achievement may include a reproduction of the award in its immediately subsequent CAFR. A camera ready copy of your Certificate is enclosed for that purpose. If you reproduce your Certificate in your next report, please refer to the enclosed instructions. A Certificate of Achievement is valid for a period of one year. To continue to participate in the Certificate of Achievement Program it will be necessary for you to submit your next CAFR to our review process.

In order to expedite your submission we have enclosed a Certificate of Achievement Program application form to facilitate a timely submission of your next report. This form should be completed and sent (postmarked) with three copies of your report, three copies of your application, three copies of your written responses to the program's comments and suggestions for improvement from the prior year, and any other pertinent material with the appropriate fee by December 31, 2016.

Your continued interest in and support of the Certificate of Achievement Program is most appreciated. If we may be of any further assistance, please contact Delores Smith ([dsmith@gfoa.org](mailto:dsmith@gfoa.org) or (312) 578-5454).

Sincerely,  
Government Finance Officers Association

A handwritten signature in cursive script that reads "Stephen J. Gauthier". The signature is written in dark ink and is positioned above the printed name.

Stephen J. Gauthier, Director  
Technical Services Center

SJG/ds





Government Finance Officers Association  
203 N. LaSalle Street - Suite 2700  
Chicago, IL 60601

Phone (312) 977-9700 Fax (312) 977-4806

05/16/2016

NEWS RELEASE

For Information contact:  
Stephen Gauthier (312) 977-9700

(Chicago)--The Certificate of Achievement for Excellence in Financial Reporting has been awarded to **Farmington City Corporation** by the Government Finance Officers Association of the United States and Canada (GFOA) for its comprehensive annual financial report (CAFR). The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management.

An Award of Financial Reporting Achievement has been awarded to the individual(s), department or agency designated by the government as primarily responsible for preparing the award-winning CAFR. This has been presented to:

**Keith Johnson, Assistant City Manager**

The CAFR has been judged by an impartial panel to meet the high standards of the program including demonstrating a constructive "spirit of full disclosure" to clearly communicate its financial story and motivate potential users and user groups to read the CAFR.

The GFOA is a nonprofit professional association serving approximately 17,500 government finance professionals with offices in Chicago, IL, and Washington, D.C.

## CITY COUNCIL AGENDA

For Council Meeting:  
January 3, 2017

**S U B J E C T: Proposed Valuation Table Change for Building Permit Fees**

### **ACTION TO BE CONSIDERED:**

Approve the 2008 ICC Evaluation fee schedule and Farmington Miscellaneous Residential fees (solar) using no modifier for building permits for residential and commercial.

### **GENERAL INFORMATION:**

See enclosed staff report prepared by Eric Miller.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



# FARMINGTON CITY

H. JAMES TALBOT  
MAYOR

ERETT ANDERSON  
DOUG ANDERSON  
JOHN BELTON  
BRIGHAM N. MELLOR  
CORY R. RITZ  
CITY COUNCIL

DAVE MILLHEIM  
CITY MANAGER

## City Council Staff Report

To: Honorable Mayor and City Council

From: Eric Miller, Building Official

Date: January 3, 2017

**SUBJECT: PROPOSED VALUATION TABLE CHANGE (BUILDING VALUATION TABLE, FARMINGTON CITY MISCELLANEOUS RESIDENTIAL BUILDING PERMIT FEES FOR SOLAR.)**

### RECOMMENDATION

Approve the 2008 ICC Evaluation fee schedule and Farmington Miscellaneous Residential fees (solar) using no modifier for building permits for residential and commercial.

### BACKGROUND

Many years ago we were using a fee schedule from the Uniform Building Codes Standard Magazine. The Uniform Building Codes Standard Magazine at one time published a fee schedule called building valuation data which was published quarterly. This fee schedule was the way we figured the valuation of residential and commercial building permits by cost per square foot for a building. The city hired a consultant to make a table showing the break down in square foot from a large home to an average size home. (Fees for smaller homes would be less than for larger homes.) This table has caused a lot of confusion for us and the public. Over the years the city has increased the building permits by just adding a percentage of what they thought would be necessary. We have surveyed several cities in Davis County to ask how they determine building permit cost, valuation tables, and if a modifier is being used. The cities in Davis County are all over the place from using the 1997 valuation table to the current 2016 Valuation Table. Some cities are using the 85% modifier and some are not. The Building Department is not looking to increase the building permit fees at this time, however we are just trying to simplify the process to make it easier for the public and us. Table A shows a larger than average and a basic average home. The higher fees for larger homes would remain the same; however, the basic average home fee would increase around \$260.00.

The Farmington City Miscellaneous Residential Building Permit Fees Table B will remain the same, however, we are requesting that the council set the solar fee rate at \$378.00. This fee would cover plan review fees and inspections. We have been using a valuation cost the contractors give to us to figure the permit. The cost of the solar permits has ranged from the low \$350 to high \$2000. During our survey we have found that 90% of cities have set a flat rate since most of the cost is the equipment and

not for service of inspections. The asterisks at the bottom of table B show the need for the Building Official to determine the cost of certain small projects based on inspections when a valuation cannot be set.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Eric Miller', with a long horizontal flourish extending to the right.

Eric Miller  
Building Official

Review and Concur

A handwritten signature in black ink, appearing to read 'Dave Millheim', with a long horizontal flourish extending to the right.

Dave Millheim  
City Manager

# TABLE A

This comparison is based on a larger than average residence of 11,435 sq. ft.

	Current Fee Schedule	Proposed 2008 IBC <b>without</b> 85% modifier
Building Fee	\$4,183.75	\$4,183.75
Plan Check	\$1,673.50	\$1,673.50
State	\$41.84	\$41.84
Total	\$5,899.09	\$5,899.09

This comparison is based on an average residence of 4,728 sq. ft.

	Current Fee Schedule	Proposed 2008 IBC <b>without</b> 85% modifier
Building Fee	\$1,548.15	\$1,732.95
Plan Check	\$619.26	\$693.18
State	\$15.49	\$17.33
Total	\$2,182.90	\$2,443.46

**TABLE B**

**Farmington City Miscellaneous Residential Building Permit Fees**

<b>ITEM</b>	<b>COST PER SQUARE FOOT OR FLAT RATE</b>
Rough Basement (New Construction)	\$13.75
Finish Basement (Existing)	\$6.05
Garage	\$23.65
Carport	\$13.03
Porches with Redwood Deck	\$15.69
Porches with Concrete Slab	\$13.31
Patio – Concrete	\$3.99
Open Deck - Redwood	\$8.23
Swimming Pool (above ground)	\$33.37
Swimming Pool (below ground)	\$44.41
Hot Tub (2 inspections, flat rate)	\$111.10
Retaining Wall (8')	\$61.71
Retaining Wall (2')	\$40.29
Convert Roof – Flat to Pitch	\$8.51
Agriculture Building (under 400 s.f.)	\$14.22
Agriculture Building (over 400 s.f.)	\$19.65
Agriculture Building (open)	\$12.06
Storage Shed (under 400 s.f.)	\$17.15
Storage Shed (over 400 s.f.)	\$19.57
Solar (Flat Rate)	\$378.00

**\*\*On small projects that are difficult to determine a valuation, the Building Official has the discretion to determine how many inspections the project will require and charge accordingly.**

## CITY COUNCIL AGENDA

For Council Meeting:  
January 3, 2017

**S U B J E C T: General Plan Amendment Request for Hughes Property**

### ACTION TO BE CONSIDERED:

See staff report for recommendation.

### GENERAL INFORMATION:

See enclosed staff report prepared by David Petersen.

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



# FARMINGTON CITY

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CITY COUNCIL

DAVE MILLHEIM  
CITY MANAGER

## City Council Staff Report

To: Honorable Mayor and City Council

From: David E. Petersen, Community Development Director

Date: January 3, 2017

SUBJECT: **GENERAL PLAN AMENDMENT REQUEST FOR HUGHES PROPERTY**

### RECOMMENDATION

Move that the City Council follow the recommendation of the Planning Commission and deny the General Plan amendment request which would change the designation on the General Land Use Plan map from DR to RRD related to the 31.79 acres of property located at approximately 600 South 1525 West.

### Findings:

1. After a thorough review of the General Plan on November 17, 2016, the Planning Commission identified several policies, goals, and objectives set forth in the text therein that provided and justified the basis for the DR designation as shown on the General Land Use Plan map: independent of the location of the 4218 line (see attached matrix and background information), [note: the language of the text of the General Plan supersedes the map], and even though it appears that the applicant may have, or could address at least one of these criteria (that is, providing a buffer for trails and adequate trail access) there are too many goals and objectives suggesting that the designation of the property should remain DR.
2. The text and map of the General Plan clearly demonstrates that the elevation of 4,218 feet above sea level shown on the map, beginning in 1993, is not a floodplain line but rather it is intended to show an area that should be identified as DR for reasons set forth in the text of the plan (see finding above). Therefore, it is not relevant if the City in 1993 used the right or wrong datum point in determining the elevation of this line. This policy has been verified in the past as the City has denied requests by owners who have asked that the City consider amending the DR designation for the only reason of changing the elevation of the ground by simply bringing in dirt to change the topography of their land.



3. Changing the DR designated area is inconsistent with the goals, policies, and objectives of the General Plan which are still valid, and may set a detrimental precedent contrary to said plan.

## **BACKGROUND**

The property owner demonstrated to the City a few months ago as a discussion item, and with the help of the County Surveyor and other professionals, that the City used the wrong datum points in 1993 when it established a line of 4,218 feet above sea level as shown on General Land Use Plan map. And because of this, Ivory Homes submitted an application requesting that the City amend its General Plan to allow for a higher density of development of the Flatrock property [note: it appears that the County Surveyor maintains that the 4,218 line is much further south and west than what is shown on the General Plan map, even though the applicant's engineer shows that much of the Hughes property is still below 4,218].

The Planning Commission considered and reviewed the request on October 6, 2016, October 20, 2016 (which included a field trip), November 17, 2016, and December 15, 2016; and then the Commission provided the recommendation set forth in the motion above.

## **SUPPLEMENTAL INFORMATION**

[Note: these exhibits will be explained in further detail at the Council meeting].

1. Vicinity Map
2. General Plan Map
3. Zoning Map
4. Concept Subdivision Plan
5. County Elevation Map--Illustrating the Location of the 4218 Elevation Line
6. FEMA Flood Map
7. Matrix/Map of applicable General Plan Criteria
8. General Plan Text

Respectively Submitted



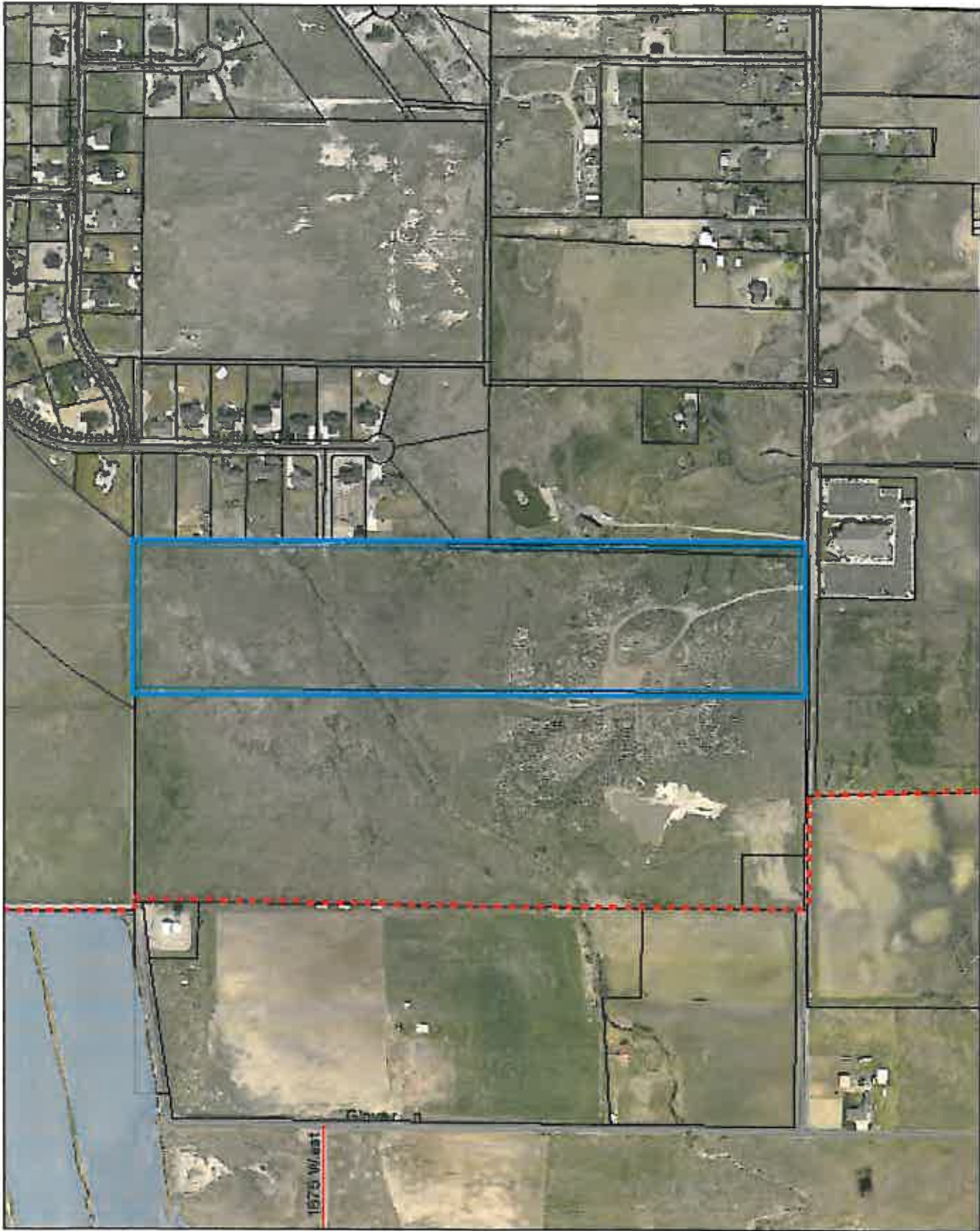
David Petersen  
Community Development Director

Review and Concur

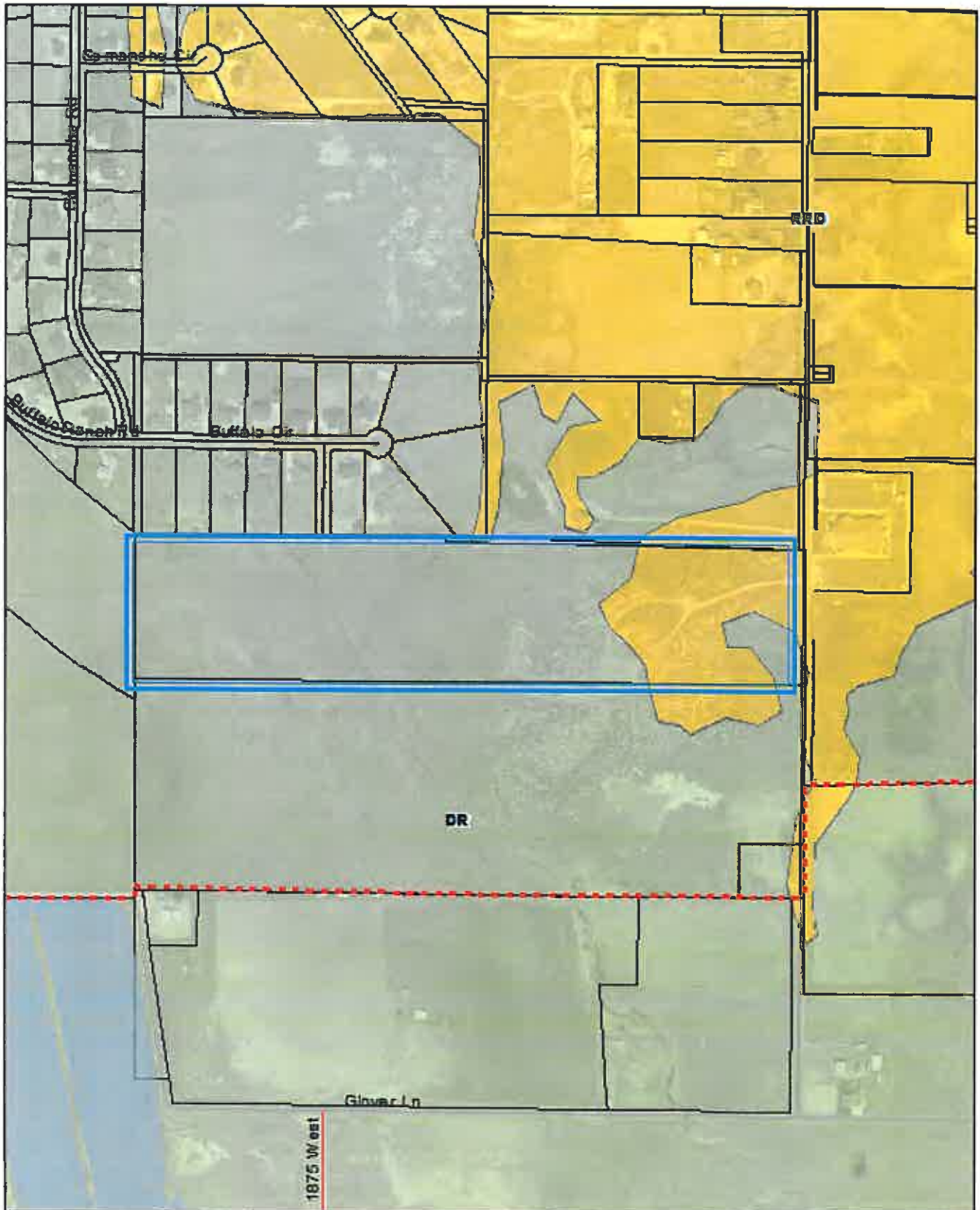


Dave Millheim  
City Manager

# Farmington City

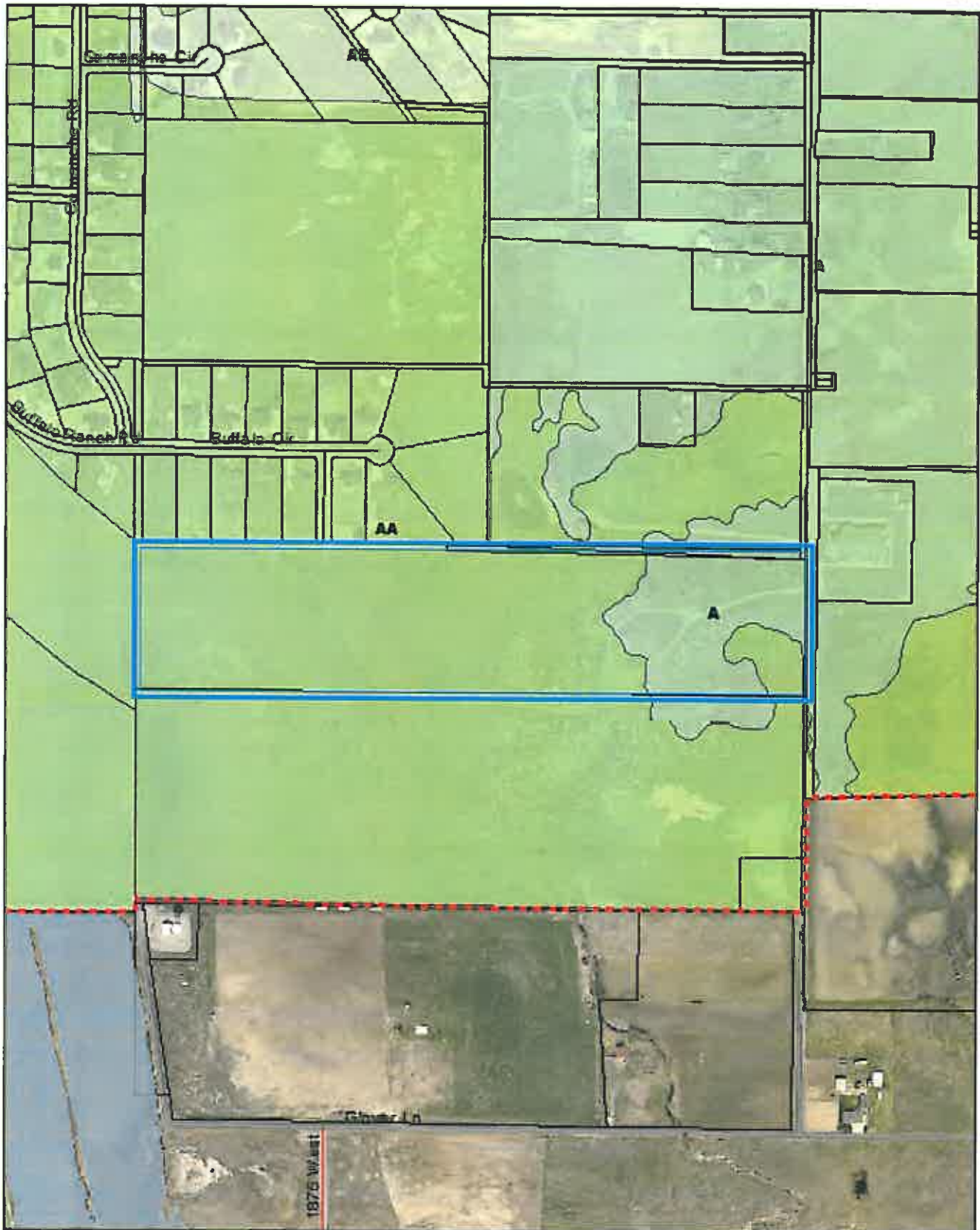


# Farmington City





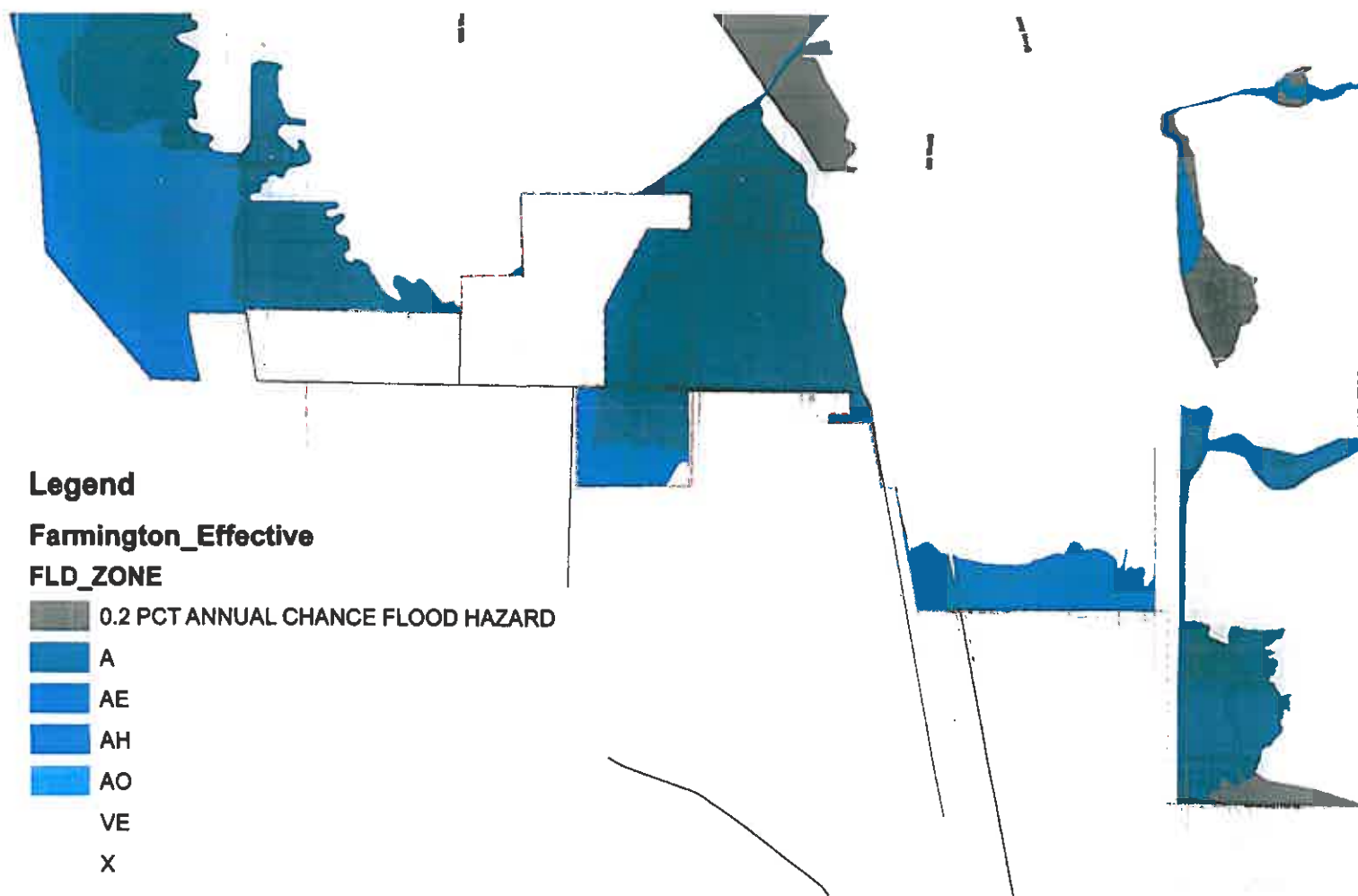
# Farmington City















NOTE: MAP AREA SHOWN ON THIS PANEL  
IS LOCATED WITHIN TOWNSHIP 3 NORTH,  
RANGE 1 WEST.

**Davis County Unincorporated Areas 490038**

**Farmington Creek**

**4220**

**4218**

**4218**

**26**

**25**

**REVISED AREA**

**W GLOVERS**

**ZONE AE**

**Zone AE (EL 4218)**

**City of Farmington 490044**

**Davis County Unincorporated Areas 490038**

**ZONE A**

**ZONE AE (EL 4218)**

**Joins Panel 0381**

**Joins Panel 0384**

**SCALE**

**0 250 500 1,000 Feet**

**0 125 250 Meters**

**1 inch = 600 Feet**

**1:60,000**

**Map Projection: Universal Transverse Mercator (UTM) Zone 12N Datum: NAD 83**

**Source: Hydrographic, National Hydrographic Survey (NHS)**

**1 inch = 600 Feet**

**1:60,000**

**Map Projection: Universal Transverse Mercator (UTM) Zone 12N Datum: NAD 83**

**Source: Hydrographic, National Hydrographic Survey (NHS)**

**Without Base Flood Elevation (BFE)**

**With BFE or Depth: 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100**

**Regulatory Floodway**

**0.2 % Annual Chance Flood Hazard, Areas of 1 % Annual Chance Flood with average depth less than one foot or with drainage areas of less than one square mile**

**Future Conditions 1 % Annual Chance Flood Hazard**

**Area with Reduced Flood Risk due to Levees**

**Scale**

**0 250 500 1,000 Feet**

**0 125 250 Meters**

**1 inch = 600 Feet**

**1:60,000**

**Map Projection: Universal Transverse Mercator (UTM) Zone 12N Datum: NAD 83**

**Source: Hydrographic, National Hydrographic Survey (NHS)**

**1 inch = 600 Feet**

**1:60,000**

**Map Projection: Universal Transverse Mercator (UTM) Zone 12N Datum: NAD 83**

**Source: Hydrographic, National Hydrographic Survey (NHS)**

**FEMA National Flood Insurance Program**

**NATIONAL FLOOD INSURANCE PROGRAM**

**DAVIS COUNTY, UTAH**

**Panel 383 of 576**

**1:60,000**

**Map Projection: Universal Transverse Mercator (UTM) Zone 12N Datum: NAD 83**

**Source: Hydrographic, National Hydrographic Survey (NHS)**

**1 inch = 600 Feet**

**1:60,000**

**Map Projection: Universal Transverse Mercator (UTM) Zone 12N Datum: NAD 83**






**Source: Hydrographic, National Hydrographic Survey (NHS)**

**VERSION NUMBER 11.1.0**

**MAP NUMBER 49011C0383E**

**EFFECTIVE DATE JUNE 18, 2007**

**REVISED TO REFLECT LOMR EFFECTIVE: June 24, 2016**

<p><b>SPECIAL FLOOD HAZARD AREAS</b></p>	 <p><b>With Flood Hazard (BFE) Zone A or A99</b></p> <p><b>With BFE or Depth</b> <i>Depth 4 ft, 6 ft, 8 ft, 10 ft</i></p>  <p><b>Regulatory Floodway</b></p>  <p><b>0.2% Annual Chance Flood Hazard, Areas of 1% Annual Chance Flood with average depth less than one foot or with drainage areas of less than one square mile</b></p>  <p><b>Future Conditions 1% Annual Chance Flood Hazard</b></p>  <p><b>Areas with Moderate Flood Risk due to Levees</b></p>																											
<p><b>OTHER AREAS OF FLOOD HAZARD</b></p>																												
<p><b>SCALE</b></p> <div style="display: flex; align-items: center;"> <div> <p><i>Use Projection:</i> Universal Transverse Mercator/Zone 18N Data from 1984 Datum: Geoid/mean; Vertical Datum: NAVD 83</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td colspan="2">1 inch = 600 Feet</td> <td>1:5,000</td> </tr> <tr> <td style="text-align: left;">0</td> <td style="text-align: right;">1,000</td> <td></td> </tr> <tr> <td colspan="3" style="text-align: center;">Feet</td> </tr> <tr> <td colspan="3" style="text-align: center;">-----</td> </tr> <tr> <td style="text-align: left;">0</td> <td style="text-align: right;">250</td> <td></td> </tr> <tr> <td colspan="3" style="text-align: center;">Meters</td> </tr> <tr> <td colspan="3" style="text-align: center;">-----</td> </tr> <tr> <td style="text-align: left;">0</td> <td style="text-align: right;">125</td> <td></td> </tr> <tr> <td colspan="3" style="text-align: center;">Meters</td> </tr> </table> </div> </div>		1 inch = 600 Feet		1:5,000	0	1,000		Feet			-----			0	250		Meters			-----			0	125		Meters		
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<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">   <b>FEMA</b>              Federal Emergency Management Agency         </div> <div style="text-align: center;"> <p><b>NATIONAL FLOOD INSURANCE PROGRAM</b></p> <p><i>FOR THE FLOOD INSURANCE RATE MAP</i></p> <p><b>DAVIS COUNTY, UTAH</b></p> <p><i>and Unincorporated Areas</i></p> <p><b>FEIN: 383 of 575</b></p> </div> <div style="text-align: center;">   <b>FEDERAL INSURANCE ADMINISTRATION</b> </div> </div>																												
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General Plan Goals, Objectives, and Policies

	Properties																						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Open Space (p. 4.1.3., 7., p. 4.4.6., 9., p. 7.5 and 7.6.2.3a., p. 10.7.2.a)1))																							
1 Meadows/Riparian Areas	1	1	1	1	1		1				1	1	1	1	1	1	1	1			1	1	1
2 Grasslands	1	1	1	1	1	1		1			1	1	1	1	1	1	1	1	1	1	1	1	1
3 Tree Stands								1				1	1	1	1								
4 Streams/Stream Channels & Corridor	1	1	1	1	1							1	1	1	1			1			1	1	1
5 * Wildlife and/or Habitat							1					1	1	1	1	1	1	1			1	1	1
6 Green Space	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7 Berms												1	1	1	1								
8 **** Farmland	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1
9 Green Belt	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>7</b>

\* Study has not been done to verify this objective

\*\* Subject properties do not have flood walls, historical buildings or archeological sites

\*\*\* The City should do an open space study to determine, in part, which lands have the highest priority in terms of preservation within a comprehensive open space system

1) It has been done to a certain degree

2) This DR area on the above referenced properties would have likely been a high priority if a more thorough study had been done in the 1990's

\*\*\*\* Farmland is historically and environmentally unique

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Public Facilities/Recreation (p. 4.1.7., p. 4.3.3., 4.2.3. p. 6.3.2 & 3 p. 4.5.4, p. 4.6.2d, p. 7.6; p. 8.8.1; 2009 MTP, p. 4.7.4a, p. 6.3)																							
1 Trail	1	1	1	1			1					1	1	1	1	1						1	1
2 * Storm Drainage Constraints	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1
3 **Transportation																							
4 Culinary Water																							
5 Sanitary Sewer Constraints	1		1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>

\* Most properties have on-going issues of small detention ponds v. large detention ponds, and proximity to lakes can be a problem

\*\* Transportation Plans goals and policies are ready to be met depending on the type of land use proposed (i.e., ag, res., etc.)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Flood Plain/Wetlands (p. 5.3, p. 10-7.2.a)1): p. 5.4)																							
1 Flood Plain	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2 Wetlands	1	1	1	1			1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

16 Categories	TOTAL totals	10	10	11	11	9	7	10	8	3	6	8	14	14	14	14	11	10	11	8	8	11	10	10
100%		63%	63%	69%	69%	56%	44%	63%	50%	19%	50%	50%	88%	88%	88%	88%	69%	63%	60%	50%	50%	60%	63%	63%

Agriculture (p. 4.6.1., 2., 3.; p. 8.1.1., 2., and 5.)

Note: The General Plan indicates that land below what the PG and the CC thought was the 4218 line should be preserved as agriculture, very low density, or open space. It appears that any "flood plain" reasons for the 4218 line are not referenced in the text of the General Plan nor its land use map.

Note: Agriculture goals, objectives and policies are incorporated in the matrix above.

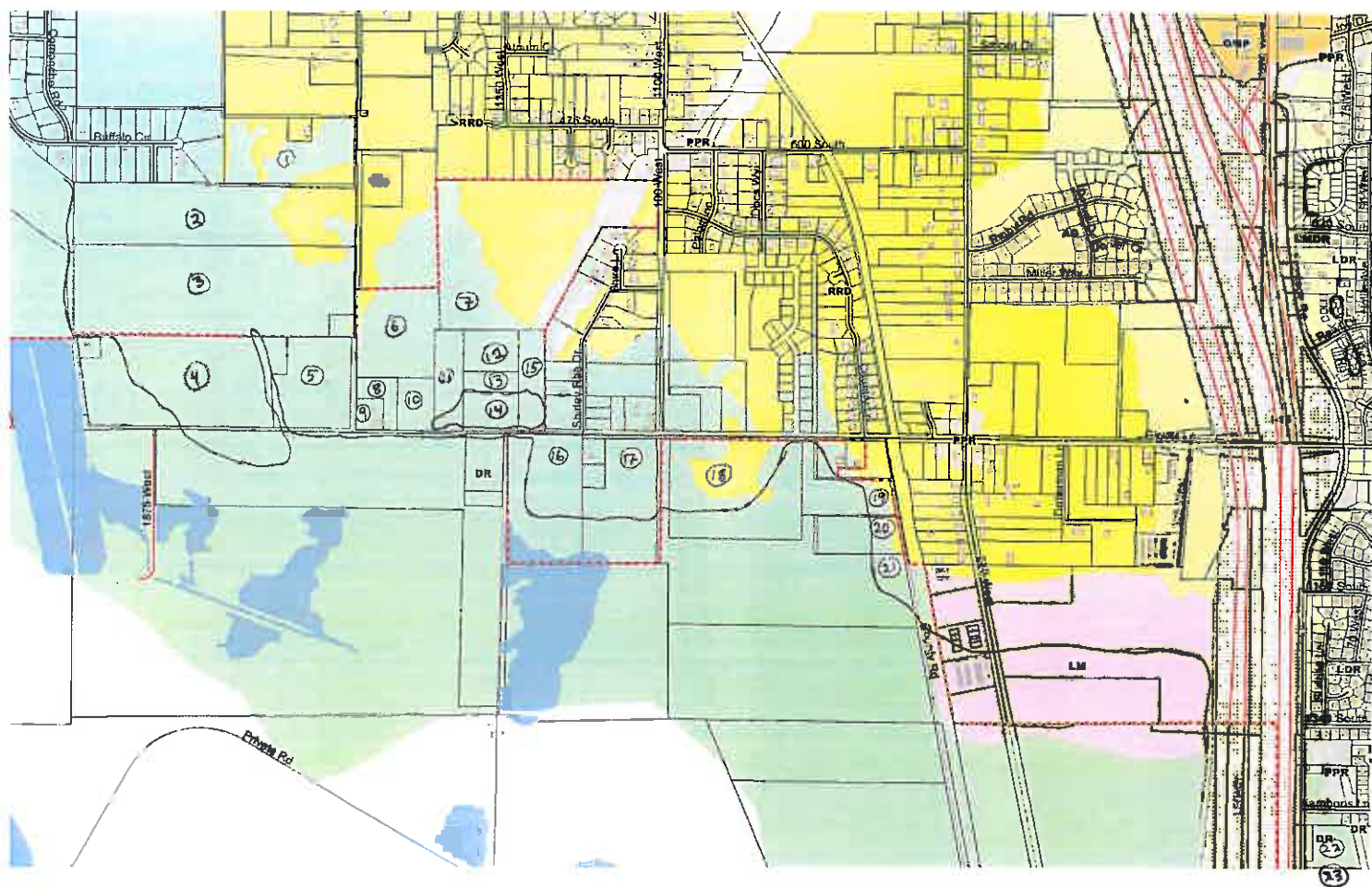
#### Residential

Note: Residential goals, objectives and policies are incorporated in the matrix above.

Note: One the residential objectives states that residential land uses should be consistent with the goals and policies of the community adopted land use plans and studies.

TDR (p. 10-2, 2, 3, p. 10-3 c., p. 10-4 n. 5) and 7).

It appears that TDRs may be a possibility in areas with the DR designation.



## CHAPTER 1

### INTRODUCTION

Planning is an activity that we engage in every day. We plan our day at work, our day at home, or during vacations; we may even plan not to plan at all. Each of us also plan for the future by setting goals for next month, next year, and beyond. Our goals may appear to be simple, but the events that must take place in order to attain them may be complex.

Planning for a City is not unlike our individual planning process, but instead of planning for individuals or families we must plan for all citizens of the City, both present and future. The number of individuals, the area of jurisdiction, and the multiplicity of concerns further complicates the process. This planning process can achieve some semblance of order and stabilization in the community as the majority work toward common goals. These goals, often difficult to define, are expressed in the City's General Plan.

The General Plan is an official written statement which describes overall goals and policies for the desirable future physical development of the City. T. J. Kent, one of the fathers of City planning theory, described the purpose of the general plan as follows:

1. **To improve the physical environment of the community as a setting for human activities.** A community's Plan should have the primary goal of making the City more functional, beautiful, decent, healthful, interesting, and efficient. This purpose is in accord with the broad objective of local government to promote the health, safety, order, convenience, prosperity, and general welfare of the community. The intent is to enhance what already exists in the City.
2. **To promote the public interest, the interest of the community at large, rather than the interests of individuals or special interest groups within the community.** The comprehensive nature of the Plan contributes to this purpose by evaluating the relationships between the many elements which affect the physical development of the entire community. The Plan is based on information that attempts to be thorough and impartial. It helps to

prevent arbitrary, capricious, and biased actions. The contributions of the Plan to democratic, responsible government help to safeguard the public interest.

3. **To facilitate the democratic determination and implementation of community policies on physical development.** The Plan is primarily a policy instrument. The Plan constitutes a declaration of long range goals and provides policies and recommendations to serve as a basis for accomplishing these goals. By providing an opportunity for citizen participation and then placing the responsibility for determining policies on elected officials, the Plan facilitates the democratic process.
4. **To effect political and technical coordination in community development.** Political coordination signifies that a majority within the community is working toward the same ends. Technical coordination is achieved by establishing a logical relationship between the physical elements dealt with in the Plan and the most efficient planning and scheduling of actual improvements so as to avoid conflict, duplication, and waste.
5. **To inject long range considerations into the determination of short range actions.** This purpose is intended to achieve coordination through time; to attempt to make sure that today's decisions will lead toward tomorrow's goals. The establishment of long range goals is perhaps the most significant feature of the General Plan.
6. **To bring professional and technical knowledge to bear on the making of political decisions concerning the physical development of the community.** This purpose is intended to promote wiser decision making, to achieve informed, constructive government. Through the General Plan, the special knowledge of the professional planner is brought into play in the democratic political process.

The importance of the General plan as a policy document to guide future development in the City should be emphasized. The Plan sets the direction which the City should take but should be flexible enough to adapt to changing conditions. It should be understood that, once adopted, the Plan is not static but should evolve as the community evolves. The

economy, new administrations, and unforeseen events may affect the Plan. For this reason it should be reevaluated from time to time to insure its relevancy.

Another emphasis of the General Plan is on implementation. Much of what is discussed in the Plan should result in a specific action or series of actions. The Plan contains many policy statements and recommendations for these actions. All of these policies and recommendations should eventually find a means of being implemented. The recommendations of the Plan are generally implemented through specific programs, the Zoning Ordinance, the Subdivision Ordinance, and/or the Capital Improvements Plan.

The General Plan's format includes both a policy approach to planning as well as a mapping approach. The goals and policies are presented in Chapter 4 of this document and are supported in succeeding chapters by information that pertains to specific elements of the Plan. Each element contains more specific recommendations intended to serve as the basis for initiating a plan of action to achieve the established goals. The map titled *Future Land Use Plan* graphically displays the recommendations of the Plan which should be considered in making land use decisions. This map, and others which are prepared to illustrate recommendations of the General Plan, are generally the most often used portions of the Plan but it should be remembered that the future land use recommendations are only the end result of a lengthy decision making process. Any inconsistencies that may exist between the text and maps should be resolved in favor of the text. The goals, policies, and recommendations tie the Plan together and the map helps to display their findings.

The General Plan should be used as a framework for land use decisions, as the primary reference in developing amendments to the City Code, and should be put to everyday use by the administrative and political bodies within Farmington City.

## CHAPTER 2

### HISTORY

(The following brief history of Farmington is excerpted from an article appearing in the Davis County Clipper newspaper August 21, 1991.)

A hundred years in the making and with a cast numbering in the thousands, Farmington is a city proud of its past and cautiously optimistic about its future.

Nestled snugly within the looming shadow of the majestic Wasatch Range about 16 miles north of Salt Lake City, Farmington is a community of just under 10,000 residents – a place known for its pastoral setting and a history that is as fixed as the stone used in the construction of so many of the pioneer homes built by the City's founding fathers.

Years before the Mormon pioneers came, the area was discovered and explored by Spanish Catholic priests and fur traders. The first white man to inhabit the area was Hector Caleb Haight who, with his wife Julia and two sons Horton and William crossed the plains with the Mormon pioneers and erected a log cabin in 1847 at Haight's Bench where the family herded livestock in the surrounding foothills.

In 1848, the Hights were joined by the Burke, Davis, Grover, Miller, and William Smith families, and the City of North Cottonwood was born. The following year North Cottonwood expanded even further with the arrival of the Hess, Clark, J. Smith, Robinson, Secrist, and Richard families. What had been a sparsely populated collection of homesteads began to take shape as a recognizable community.

That same year the Mormon North Cottonwood Ward was organized and two years later settlers hauled timber from Weber Canyon to build the first schoolhouse. In 1855, an adobe schoolhouse was constructed just west of 4th North and Main.

By 1853 the population totaled 413 and the town became known as "Farmington", in part due to the richness of the soil and also because Wilford Woodruff (Mormon church president) came from a town in Connecticut that bore the same name.

The years pressed, 100 mph winds blew and floods, drought, and grasshoppers periodically wreaked havoc with the City, but settlers refused to be dislodged and Farmington continued to grow.



Builders, masons, midwives, doctors, schoolteachers, farmers, lawyers, blacksmiths, millers, and dozens of other craftsmen and women combined to build an aesthetically beautiful City that would stand the test of time and weather the elements.

Stone was hauled out of nearby canyons and fields and log cabins were replaced by stone masonry homes. Buildings, bridges, dams, fences, and roads were constructed. Soon the streets were lined with stately Cottonwood, Poplar, and Sycamore trees which combined with the pioneer homes cast in stone, have become Farmington's trademark to this very day.

The territorial legislature designated Farmington as the seat of government for newly formed Davis County, and the first courthouse in Utah was built in November, 1851 at a cost of \$6,000. In 1855, the first co-op store was opened by John Wood. Other businesses opened shortly thereafter, including a molasses mill and a flour mill owned by Willard Richards that is still standing today at the mouth of Farmington Canyon.

Farmington was incorporated December 15, 1892 with James H. Wilcox serving as the first mayor. The population was 1,180. By 1980, that number had increased to 4,700 and in the ensuing 10 years the population almost doubled to 9,038.

Accommodating the increasing number of newcomers who want to make Farmington their home has been a challenge to City officials who have had to scramble to provide adequate facilities and services to meet an ever increasing demand. The explosive growth also has citizens seeking solutions for preserving a past that has made Farmington unique.

## CHAPTER 3

### DEMOGRAPHICS

According to the 1990 Census, in cities with a population over 5,000, Farmington is the third fastest growing city in Utah. The Census also revealed that the population of Farmington is generally young, prosperous, and well educated. The population of the City in 1990 was 9,033, up from 4,700 in 1980. Of that number, 93.4% are white and 1.6% are non-white.

At an average size of 4.05 persons, Farmington has one of the largest average household sizes in Davis County, and one of the youngest. The average age in the City is 21.3 years. Median income for each household is \$32,396.00.

Indications are that the growth that has been experienced over the last 10 years will continue through the coming decade. This prospect brings with it many challenges, not the least of which is to develop policies to manage this growth in such a way that it will not irreparably alter the unique character that has been developed in Farmington over the last 100 years.

## CHAPTER 4

### GOALS AND POLICIES

In conjunction with development of the previous General Plan, the City established citizen committees to evaluate and define a set of policies (identified as "value statements") and recommendations to provide direction for the City in dealing with future growth and development. Following is a summary of those policies:

1. Maintain Farmington as a peaceful, family-oriented, pastoral community through enforcing strict Zoning Ordinances and covenants, architectural standards, and density restrictions.
2. Recognize and preserve Farmington's heritage of pioneer buildings and traditions for the enrichment of its present and future citizens.
3. Plan growth carefully to preserve an open, uncongested City whose buildings blend with and enhance the historical buildings and the natural beauty of the land and Lake.
4. Promote public safety and community security.
5. Improve and broaden the City's economic base, reducing to some extent the heavy dependency on property taxes while preserving fiscal integrity, avoiding waste, and supporting the non-economic values of the community.
6. Attract quality commercial and light manufacturing enterprises to pre-selected sites to maximize the economic benefits possible while minimizing congestion, noise, and unsightliness.
7. Broaden recreational opportunities and programs for all citizens.
8. Foster cooperation and mutual understanding between citizens, business/commercial, and other entities in the City.
9. Spur citizen participation in City government and on City committees, encouraging principled volunteer leadership and service and maintaining

and improving a dedicated municipal staff.

The Values Committee also established specific goals with recommendations for various courses of action to achieve these goals. Since 1985 these goals have been further revised and supplemented by input from citizens received at public hearings and through public opinion surveys and have been further refined through many hours of study by the Farmington Planning Commission and City Council.

The General Plan's statement of goals is intended to be a comprehensive policy-setting document. It attempts to form a clear picture of what the City should look like in the future and suggests methods which might be used to attain the goals identified. The intent is to continue the work done by the Values Committee to set a direction for the City. These goals should be reviewed on a periodic basis to evaluate any changes in economic conditions or public opinion as they may affect priorities or problems.

### GENERAL GOALS

1. The Farmington City General Plan is based on the overall goal of creating within the community a healthy, attractive, and pleasant living environment for its residents. This goal is the most significant element underlying the General Plan.

2. Maintain Farmington as a community with a rural atmosphere, preserving its historic heritage and the beauty of the surrounding countryside.

3. Provide for harmonious, coordinated, and controlled development within the City so as to avoid undue impact on public facilities, public services, and the physical environment.

4. Maintain Farmington as a cohesive community.

5. Recognizing that with growth there is an inherent increase in challenges to the public order and personal security, the City should be prepared to strengthen each of those agencies charged with the responsibilities of assuring public safety and encourage public safety education and prevention programs to involve the public.

### PUBLIC FACILITIES AND SERVICES GOALS AND POLICIES

1. Continue to develop and refine the City's Storm Drainage Master Plan.
  - a. Correct existing problem areas to protect public and private property.
  - b. Determine the feasibility of using small detention ponds in subdivisions as neighborhood parks after assessing health and safety concerns.
  - c. Encourage the use of large detention ponds, incorporated into park designs, to eliminate the need for numerous small ponds.
2. Continue to upgrade equipment and monitor manpower needs of the public safety departments to keep pace with development and population growth.
3. Develop an Emergency Management Plan for the City to be used during National, regional, or local emergencies. This plan should address all natural and man-made disasters including earthquake, flood, fire, chemical spills, power outages, etc.
4. Participate in County-wide solid waste disposal plans.
  - a. Support cost effective power generation from garbage to reduce landfill needs and increase potential for long term reclamation.
  - b. Continue to encourage evaluation of a City-wide recycling program.
5. Develop energy conserving management techniques for public buildings, City vehicles, and street lights.
  - a. Make all new public facilities as energy efficient as possible using renewable energy design principles.
  - b. Evaluate all street lighting, traffic signals, and security lighting for conservation and efficiency.
6. Take advantage of Federal and State funding sources in the form of grants and subsidies to help offset the cost of public improvements.

#### PARKS, RECREATION, AND OPEN SPACE GOALS AND POLICIES

1. Continue to develop a park system and coordinated recreation program for the City based on recognized National standards. The park system may include:

- a. neighborhood parks: 1/2 to 5 acres in size, provided at the ratio of two acres per 1000 people with a service area consisting of a 1/4 to 1/2 mile radius;
- b. community parks: 5 to 25 acres in size, provided at the ratio of six acres per 1000 people with a service area of 1 to 2 miles;
- c. special use parks, provided at a ratio of two acres per 1000 people, which may be combined with neighborhood and community parks, such as golf courses, swimming pools, etc., which would be fiscally self-sufficient.

2. Parks should be designed for low maintenance and vandal resistance.

3. Develop a trails system in the City which includes bike paths, jogging hiking trails, and equestrian trails which will provide links between parks, service centers, and foothill access points. Where possible, utilize existing utility corridors, natural drainage corridors, and other non-vehicular rights-of-way for the trail system.

4. Provide cultural activities at defined activity centers on a regular basis that would be financially self-supporting.

5. Encourage cooperation with the school district to use public school playgrounds as neighborhood parks.

6. Explore the potential of preserving open space and greenbelt areas for recreation purposes and for use as buffer zones in developed areas where appropriate and cost efficient.

- a. Encourage the maintenance of farmland and other open lands if they are historically or environmentally unique;
- b. Encourage park land donations;
- c. Consider planned unit development concepts to preserve open space;
- d. Establish, by ordinance, requirements for payment in lieu of, or outright, dedication of park property in new developments.

7. The acquisition and development of open space and park property should be a priority of the Capital Improvement Program.

8. In order to preserve the ecological balance of the foothills, maintain their natural beauty, designate the foothills as open space and establish an elevation above which only limited development will be permitted.

9. Continue to conserve conservation and open space land including those areas containing unique or natural features such as meadows, grasslands, tree stands, streams, stream corridors, flood walls, bays, watercourses, farmland, wildlife corridors and/or habitat, historical buildings and/or archeological sites, and green space by setting them aside from development.

10. Continue a cooperative effort with Lagoon to develop public recreation facilities and preservation of open space in the vicinity of Farmington Creek on the east side of the amusement park to act as a buffer between the park and residences near Main Street.

11. Develop a city-wide Street Tree Ordinance for the City in order to preserve and expand the City's urban forest through standards for planting, maintenance, and removal of trees in the public streets, parkways, and other municipal-owned property.

#### TRANSPORTATION GOALS AND POLICIES

1. The Master Transportation Plan prepared by Harrocks Engineers dated March 4, 1998, shall be an element of the General Plan, and the recommendations in particular shall be used for planning transportation improvements in the City.

2. Improve the availability, condition, and appearance of streets within the City by:

- a. increasing sidewalks along major streets and primary pedestrian routes;
- b. considering an annual program for improving pavement conditions based on pavement needs;
- c. establishing a street tree planting program throughout the City as discussed in the residential goals section;
- d. encouraging UDOT to keep State roads within the City maintained and in good repair;
- e. working with and encouraging UDOT to landscape and maintain in an attractive manner state right-of-way and state owned property encompassing or adjacent to state transportation facilities including but

not limited to freeway and major arterial interchanges and overpasses.

3. Improve the safety of streets by removing obstructions to sight distances at intersection, reducing speed limits where appropriate, and evaluating intersection design.
4. Assess the traffic impacts of major developments in the City prior to approval in order to minimize interfering traffic on major streets and minimize increased traffic on local streets in residential areas.
5. Coordinate with the Utah Transit Authority (UTA) to provide more extensive service to Farmington. Explore with UTA the possibility of establishing "park and ride" lots in Farmington.
6. Continue an open dialogue with UDOT in an effort to select an alternative for the development of Highway 89 which minimizes impacts on adjacent land uses and preserves the integrity of commercial development at Shepard Lane.
7. Encourage noise buffering along the major arterials in the City.
8. Encourage UDOT to construct and maintain east-west collectors over I-15, Legacy Highway, and Highway 89.
9. The Master Transportation Plan and all goals and policies listed in this plan shall be reviewed periodically and updated and amended where appropriate.
10. Establish an internal transportation system within the City to service the commercial centers, make access to Lagoon and the commercial centers over the freeway systems more convenient, and minimize future congestion.
11. Locate and area that will accommodate light manufacturing and related uses yet minimizes truck, employee, vendor, and customer traffic through adjacent residential neighborhoods.
12. Establish by ordinance truck routes for heavy vehicles to best implement the goals and policies of the General Plan.

#### AGRICULTURAL GOALS AND POLICIES

1. Foster an environment within the City in which agriculture can co-exist in urbanized areas.
2. Explore alternatives for preservation of agricultural lands as open space.



through purchase lease conservation easements, or otherwise.

3. Protect agricultural lands from storm runoff generated from adjacent developed areas.

## RESIDENTIAL GOALS AND POLICIES

1. Maintain Farmington as a predominantly low density residential community:
  - a. Evaluate from time to time lot sizes in single family residential zones.
  - b. Protect the integrity of existing neighborhoods which have been developed as single-family residential areas (one dwelling unit per lot) but are zoned for multiple-family residential use.
2. Maintain and improve the appearance of residential areas in Farmington by:
  - a. developing a street tree planting program in subdivisions using tree selections which need minimum maintenance, will not buckle curbs or tree pavement, and will not foul utility lines.
  - b. increasing enforcement of the City's weed control ordinance through:
    - i. increasing citizen awareness and involvement;
    - ii. providing support for voluntary clean-up efforts by groups in the City;
    - iii. encouraging the planting and maintenance of grass and street trees along property frontages.
  - c. encouraging the use of underground utility lines.
  - d. constructing curb, gutter, and sidewalks in areas where potential safety problems could occur or where high pedestrian traffic exists. Utilize State sidewalk funds, CDBG program funds, and/or special improvement districts wherever possible.
  - e. encourage site development of new lots which does not necessitate long term parking of vehicles within the minimum setbacks from public streets.
  - f. encouraging additional street lighting to be installed by developers of

new subdivisions or through special improvement districts.

3. Limit multiple-family residential development to those areas where it will serve as a transition from commercial or industrial uses to low density, single-family residential uses.

- a. In evaluating multi-family proposals, give preference to condominium or planned unit development projects where owner occupied dwellings are proposed as opposed to rental units.
- b. Consider limiting the size of multiple unit dwelling structures for rental purposes in order to maintain an architectural mass and scale which is compatible with surrounding development.
- c. Continue to emphasize high quality in landscaping and architectural design for multiple family developments.

4. In general, as residential development occurs it should pay for itself and should occur in the most logical and reasonable progression.

- a. Utilize present utility infrastructure to its maximum capacity before extending additional utilities to undeveloped land.
- b. New developments should pay all costs directly attributable to the development even if distant from existing infrastructure except where regional infrastructure needs, as recommended by the City's Utility Master Plans, exceed those facilities which are necessary to serve the development. Impact fees may be used to pay a portion of these costs.
- c. Scattered developments which necessitate high service costs should be avoided.

5. Encourage proper maintenance and/or rehabilitation of existing housing through

- a. enforcement of building codes;
- b. rehabilitation of structurally sound housing and preservation of identified historic sites;
- c. promotion of "clean it up, fix it up" campaigns in neighborhoods.

## COMMERCIAL AND INDUSTRIAL GOALS AND POLICIES

1. To improve the function and desirability of the downtown area, Farmington City should work in cooperation with Davis County, the Davis County School District, and downtown business owners to plan and redevelop the downtown.

2. Consider developing a master plan for downtown Farmington which will detail some of the alternatives for growth and expansion, improved circulation, and general improvement of that area. Downtown could serve as a focal point for the City by:

- a. emphasizing a variety of service uses;
- b. Integrating leisure spaces within the commercial areas;
- c. developing a theme or image through the provision of consistent architecture, landscaping, and/or emphasis on the City's historic heritage;
- d. establishing the area as the center for the City's cultural and social activities;
- e. providing the area to attract businesses appropriate to a service/cultural center.

3. Consider other zoning designations for the downtown area which would more clearly reflect the nature of the area.

4. Promote retail commercial development at limited locations in planned, compact, and well designed centers.

5. Promote clean light industrial development in an aesthetically pleasing environment at limited locations, removed from residential development, and in close proximity to the freeway system. A light-manufacturing zone could serve as a location for a variety of light industrial, building, storage, and other uses typically found in most communities.

6. Maintain and improve the appearance of both commercial and industrial development through additional standards for landscaping along street frontages, and other buffer areas, and encouraging a high level of architectural design through master planned developments with covenants, restrictions, service agreements and governing controls of the

project area.

7. Encourage appropriate buffering between all residential and non-residential uses to help mitigate undesirable impacts such as excessive noise, traffic, light pollution, inappropriate signage, incompatible parking areas, etc.

8. Encourage new commercial and industrial developments to incorporate into their designs elements of "Farmington Rock".

9. Encourage existing business to improve general maintenance and appearance.

10. Encourage the elimination or relocation of industrial businesses which are located in residential areas.

11. Improve the appearance and function of business signs by eliminating nonconforming signs or encouraging the redesign of existing signs to bring them into conformity with the current Sign Ordinance.

12. Amend the Sign Ordinance to develop a consistent appearance for all monument, pole and ground business signs with special consideration given to materials used to construct signs and lighting.

13. Design traffic circulation to promote access out to major roads and freeways, discouraging traffic in downtown or residential sections of the City.

## ANNEXATION POLICIES

It has been established that the ultimate east and west City limits of Farmington will be the Wasatch National Forest and the Great Salt Lake respectively. The City's Master Annexation Policy Declaration has also indicated an ultimate boundary with Kaysville on the north and with Centerville on the south. However, property in the northwest portion of Farmington's annexation policy area was annexed into Kaysville in 1986 and discussions were initiated in 1991 concerning adjustments to the boundary with Centerville.

1. The City should coordinate with Kaysville in encouraging annexation in the northern part of the City to comply with an annexation boundary agreed to by the two Cities.

2. The City should discuss with Centerville the merits of adjusting the current annexation boundary, established at Lund Lane, either north or south so that property on both sides of Lund Lane is either entirely in Farmington or entirely in Centerville.

13 The following are policy guidelines for the eventual annexation of additional property into Farmington:

- a. Unincorporated property should only be annexed upon the request of the property owners, or to control the development of the property with uses consistent with Farmington's General Plan.
- b. As far as is practical, property should only be annexed if costs for extending municipal services are paid for by the annexing property owners.
- c. Small individual properties may be considered for annexation as long as development of those properties is coordinated with surrounding properties.
- d. As property is annexed into the City, it should be classified with the zoning designation "A", unless the owners request another zone designation. Such requests may be reviewed by the Planning Commission and City Council, at the time of annexation, and should be handled as a rezone request.

## CHAPTER 5

### ENVIRONMENTAL CONDITIONS / NATURAL HAZARDS

Within and around Farmington are various natural hazards and environmental conditions which should be taken into consideration in planning new development. The most obvious hazards are discussed below. As other hazards are identified, they should also be included in the development review process.

#### SEISMIC HAZARDS

All of Central Utah is laced with earthquake fault systems. These fault systems are the result of the continental lift which once thrust up the Wasatch Mountains and Rocky Mountains. In terms of geologic time there is a high probability that a major earthquake is imminent. In our own time-frame, however, this event may not happen in our lifetimes or it may happen tomorrow. There is no reliable way to accurately predict such an event.

Earth quake and seismic hazards have been identified in numerous studies and are a significant potential hazard in Farmington. These hazards have been most recently identified in a study done by Davis County. Among the products of this study were a series of maps titled "Potential Surface-Fault Rupture Sensitive Area Overlay Zone" which identify fault locations and the immediate area that would be affected should a seismic event occur. Even though these maps do not address the secondary effects of seismic events, such as areas susceptible to liquefaction, they do serve as a primary reference in determining where building construction should not occur.

#### Recommendations:

1. Farmington City should require the advice of competent geo-technical advisors when development is proposed in or near potential hazard areas and should identify potential impacts from seismic fault displacement. Additional study should also be done to identify and map areas where, due to soil types and ground water levels, liquefaction may occur.

2. The City's ordinances should be strengthened to require new construction to be designed for mitigation of seismic fault displacement.

3. Provisions of the Building Code relating to seismic safety should be strictly adhered to.

1. Farmington City should require that a detailed soils study be prepared and submitted to the City for all Conditional Use and Subdivision applications. This study should include, among other things, an analysis of soil types and ground water levels, whether or not these conditions make liquefaction probable, the implications of this on the proposed construction and any mitigating measures that may be necessary.

### FOOTHILL DEVELOPMENT

The foothills along the eastern edge of the City provide both an amenity and a potential environmental hazard. They represent an amenity in that they provide the setting in which Farmington has grown over the years, they provide an area to view and to view from and they provide potential areas for outdoor recreation. The potential hazard lies in the fact that the combination of steep slopes, granular soils, and fragile vegetation cover make them highly susceptible to erosion.

As development has taken place in the foothills more and more has been learned about how environmentally sensitive this area is. In many areas the soils have proven to be very sandy making them highly erodible. In the ravines and canyons moisture may accumulate which can support larger plants with more extensive root systems to help hold the soil, but in the majority of the foothills grasses are the dominant vegetation and only provide a relatively thin root layer to stabilize the soil. Once the vegetative cover is damaged, erosion caused by wind, rain, or melting snow soon begins.

The primary causes of environmental damage are construction, fire, and irresponsible recreational use.

### Recommendations:

1. Mechanized recreation vehicles (i.e. motorcycles, ATVs, four-wheel drives, etc.) should be prohibited from the foothills.

2. As part of a City-wide trail system designated corridors should be established for hiking and equestrian use only. Signs should be placed at strategic locations to remind users to stay on designated trails.

3. Trail heads should be designed, insofar as possible, to prevent motorized vehicle access to the foothills.

4. The City should establish, in cooperation with the Forest Service, regular patrols along the foothills to enforce use restrictions.

5. An elevation should be established above which building construction will be limited and strictly controlled.

6. The need for fire breaks to protect existing foothill development should be evaluated. In addition, an ongoing program should be established in the Fire Department to equip and train personnel to fight grass fires.

7. The City should encourage programs and volunteer projects to revegetate disturbed areas as soon as possible after the disturbance occurs.

8. The City should work with the Federal Government to obtain control of defined and potential watershed areas.

### FLOOD PLAINS

Due to Farmington's location at the base of the Wasatch Mountains, life and property is occasionally put at risk from flash flooding and mud slides from the creeks and canyons above the City. These risks were most recently experienced during the floods of 1983 which caused hundreds of thousands of dollars in damage resulting from mud slides and flooding. An attempt to minimize and control these hazards has been made with the development and improvement of debris basins at the mouths of most canyons in the City.

Flood plains and debris flow areas have been identified in Farmington in numerous Federal and local studies. Among these are the Shepard Creek, Farmington Creek, Ridd Creek, Stead Creek, and Davis Creek drainages. These areas are displayed on maps prepared by the Federal Emergency Management Agency (FEMA) which have been officially adopted by Farmington City.

### Recommendations:

1. The City should work closely with FEMA and Davis County Flood Control to accurately identify areas along the major drainages in the City that may be subject to a 100 year flood. These drainages and flood plains should be protected from development.

2. Once these areas are established and identified on revised Flood Insurance Rate Maps (FIRM), these maps should be adopted by the City and used in administering the provisions of Chapter 31 of the Zoning Ordinance which is the City's Flood Damage Prevention Ordinance.

3. The City should continue to develop its Emergency Preparedness Plan by establishing a written plan of action to handle future flooding.



4. Established debris basins should be preserved and protected from potential encroachment by development.

### THE GREAT SALT LAKE

The Great Salt Lake has unexpectedly become a source of hazard to development. In the past it was difficult to forecast lake levels because there was no outlet for the lake. With the installation several years ago of a pumping system which now provides an artificial "portal" through which high water can be pumped into the west desert once it reaches the portal level, the maximum lake level has become more certain. The projected high water level of the lake, factoring in potential wind tides and maximum wave crest, is 4217.

#### Recommendation:

1. No significant development should be permitted below an elevation of 4218. The only uses that should be considered below this elevation are agriculture and open space unless mitigation measures are taken i.e. dikes, levees, elevating structures above 4218.

### GROUNDWATER

Shallow depths to groundwater have been a consistent problem in many areas of Farmington City. Currently, no reliable information has been compiled which accurately identifies groundwater depths throughout Farmington.

In addition to the implications for development, groundwater also serves as the aquifer from which a significant percentage of the culinary water throughout the County, both for individuals with private wells and for municipalities, is withdrawn. For this reason it is critical that the discharge of potential contaminants into the aquifer is closely regulated in order to protect this critical resource.

#### Recommendations:

1. Farmington City should require that a detailed soils study be prepared and submitted to the City for all Conditional Use and Subdivision applications. This study should include, among other things, an analysis of soil types and ground water levels, the implications of these on the proposed construction, and any mitigating measures that may be necessary. Mitigating measures may include eliminating basements, raising building elevations above identified groundwater levels, or installing subsurface drainage systems to convey water away from structures.

2. Regulations should be established and enforced to prevent discharge of

contaminants into the aquifer and to encourage the disposal of such materials at approved sites.

## WETLANDS

Wetlands represent a natural filtering system to remove sediments and pollutants from water as it flows through the wetland or as it percolates into the ground and is returned to the aquifer. Wetlands also serve as flood retention ponds, wildlife habitat, and are often places of great beauty where nature can be enjoyed in an area rich with life.

In Farmington, wetlands exist where the various drainages from the mountains reach the valley floor and become meandering streams. In some cases, the natural courses of these streams have been obstructed by the construction of highways and other developments which have restricted their outlets and created greater areas of wetland than may have historically existed. Regardless of how they came to be, areas that are true wetlands do have intrinsic value to the City as natural open space and as recharge areas for the aquifer.

In recent years wetlands have come to the forefront of environmental issues, chiefly due to the increased regulation by the Army Corps of Engineers. The situation has been further aggravated by a Federal definition of "wetland" that has, in some cases, led to the designation of land that, from outward appearances, looks like anything but a wetland.

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### Recommendations:

1. Continue to work with the Utah Congressional delegation to establish a realistic definition of "wetland" that includes only those lands which are inundated by water and support wetland vegetation for a significant time period each year.

2. Recognizing that State and Federal agencies have adopted regulations pertaining to development in wetlands, the City should continue to cooperate by directing developers to those agencies where it appears that the presence of wetlands may be an issue.

3. The City should explore the possibility of acquiring development rights or land outright, to preserve prime wetlands as permanent open space.

4. In the area between Highway 89 and Interstate 15, north of Burke Lane, there appear to be significant areas of wetlands. Since the construction of I-15 and the Burke Lane interchange appear to have created these wetlands, UDOT should be encouraged to purchase this land. The City should then explore, with the properties owners and UDOT, alternatives for the use of this land which will preserve the environmental integrity of the area. Such uses may include a regional stormwater detention pond, a recreation area with

an emphasis on environmental education or a park.

5. Consider utilizing other wetland areas as segments of a trail system for the City designed to link existing and proposed parks.

6. Where feasible, coordinate with the Corps of Engineers and landowners to reclaim usable land in one area by consolidating wetlands in another area.

7. In the area north of Clark Lane and between the D&RW tracks and I-15, but south of Spring Creek in the vicinity of the new Burke I-15 interchange off ramp, the City should encourage consolidation of wetlands where possible. This may allow higher density commercial and/or residential development. The existing stream corridors in this area should be preserved to provide water to these wetlands and as natural landscaping features in future development. Any existing residents within the parcel should be buffered from the higher density development with sufficient open space and landscaping.

## CHAPTER 6

### PUBLIC UTILITIES

#### CULINARY WATER SYSTEM

Farmington City is in relatively good shape with regard to its water supply. A Culinary Water System Master Plan was completed in 1990 which took into account the ultimate development of the City, including West Farmington. At the time the Water Master Plan was completed the City operated seven water storage reservoirs with a total capacity of approximately 25 million gallons. In addition to this, Weber Basin Water Conservancy District provides up to 500 acre-ft of water to the City annually. City owned culinary water source wells have a combined capacity of 2100 gpm.

The present system has adequate water supply but lacks sufficient storage capacity in the north and south ends of the City. Under normal operating conditions the system is adequately sized but there may be some deficiencies when fire demands are made at particular locations. There is also a concern that smaller pipe sizes in older parts of the system may be contributing to deficiencies in fire supply.

#### Recommendations:

1. New development should bear its fair share of the cost for expanding the water systems in accordance with applicable law.
2. All undersized pipe should be phased out of the system and replaced with pipe sized to meet projected culinary and fire protection needs as recommended by the Water Master Plan.
3. All development should be reviewed to assure that the capacity of the water system will not be exceeded, and that acceptable levels of service are not compromised.
4. Because the development of new water sources will be relatively expensive, Farmington City should formulate water conservation policies to avoid the need for rapid development of new water sources, thereby maintaining lower average water costs for the City as a whole.
5. Programs should be implemented to educate the public about the danger of cross

connections between the culinary and secondary water systems and about the importance of installing back flow prevention devices where necessary.

6. The City should adopt policies that identify and protect watershed areas, minimize the use of surface waters for culinary water use, and protect groundwater aquifers and sources to avoid expensive treatment options.

7. The City should work with the Federal Government to obtain control of defined and potential watershed areas.

## SECONDARY WATER SYSTEM

With proposed growth, the City's culinary water supply will need to be continually evaluated. Extensive use of culinary water for irrigation purposes should be discouraged to preserve capacity for culinary use and forestall development of new and expensive water sources and storage facilities. For this reason secondary water systems for pressure irrigation have been developed. The Farmington Area Pressurized Irrigation District (FAID) and the Weber Basin Water Conservancy District, both independent improvement districts, have been established to maintain, extend, and administer these systems.

### Recommendations:

1. Because of the relatively high cost of developing new water supplies, all new development in Farmington should provide both culinary and pressure irrigation water systems unless this policy is waived by the City.

2. The City should maintain close ties with all secondary water districts to better coordinate development and maintenance of each of the water systems.

## SEWER SYSTEM

All main sewer collection lines in Farmington and the sewage treatment plant, are owned and operated by the Central Davis County Sewer Improvement District (CDSID), an independent governmental entity. In 1991 all remaining City-owned elements of the sewer system were transferred to the District. Since the availability of sewer service is a significant controlling element in development, Farmington City must work closely with the officials of the CDSID to coordinate goals and policies.

In 1986 the CDSID completed a study of the existing and future problems and needs of the sewer system. The study identified several areas in Farmington City where lines are currently over capacity, and lines which will be over capacity in the near future. In cases

where proposed development would cause significant problems, that development should not be approved until the problems are corrected. The CDD has developed plans to increase capacity in the critical areas, but has not specified the timing or the source of funding to implement these plans.

One of the most problematic areas in the City for sewer is the area of Farmington west of Interstate 15. At the present time this area is sparsely developed and nearly all homes are on septic tanks. If the use of septic tanks were to increase significantly, there may be a serious health risk in terms of ground water contamination due to the high water table and soil conditions in that part of the City. The CDD plan includes this area.

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#### Recommendations:

1. Farmington City should encourage the CDD Board to prioritize the improvements called for in the 1986 study, and ask them to prepare financing and scheduling plans for the completion of those improvements.
2. Farmington City should actively encourage all future development in Farmington to be connected to sewer lines.
3. All development proposals should be submitted to CDD for comment before being approved by Farmington City.

#### STORM DRAINAGE

Farmington City and Davis County completed a Comprehensive Storm Drainage Master Plan in 1987 for the Farmington area. This plan indicates current stormwater drainage needs, currently existing problem areas, and projects future needs as development occurs. This drainage plan serves as a the guide for future development of drainage facilities.

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#### Recommendations:

1. Farmington City should prepare a schedule for implementation of the Storm Drainage Master Plan, including funding proposals.
2. All development should be required to take care of any drainage impacts created and, if necessary, should contribute to the maintenance and construction of the overall drainage system as recommended in the Storm Drainage Master Plan. These contributions may take the form of constructing the portion of the system which the development makes necessary or paying an appropriate impact fee. Participation in completing and maintaining the drainage system and solving any drainage problems created

should be a standard condition for approval of all developments.

3. The City should continue to work toward permanent solutions for storm drainage and install needed segments of the system according to the implementation plan as funds permit.

4. UDOT upgrade and improvement of Highway 89 will increase runoff and will impact existing storm conveyance systems. The City should adopt policies that require all highway impacts to be controlled by structured improvements, comply with the City Storm Drainage Master Plan, and mitigate wetlands created by past projects.

## CHAPTER 7

### COMMUNITY FACILITIES AND SERVICES

#### PARKS, RECREATION, & OPEN SPACE

Park and recreation opportunities serve as one of the benchmarks against which the quality of life within a community can be measured. Recreation is increasingly viewed as an important factor in maintaining adult health – both physical and mental. It is perceived as more than just a weekend activity. It should be an integral and necessary element of adult life to be incorporated into a daily routine. Furthermore, recreation for both adults and children includes social contacts, experiences in natural environments, and intellectual and cultural experiences in addition to sports. Studies of children's behavior and development have documented the importance of play, not only in children's physical development, but also in their social, intellectual, and creative growth. Recreation is now seen as a means to an end rather than simply as an end in itself.

Parks and open space, whether for passive or active recreation, are important elements in creating a balanced living environment. With the increase in dual income households along with the increasing pace of life in general, leisure time is often at a premium. Having recreation opportunities close at hand is important not only for convenience but also to maintain the physical and social strength of the community through active recreation and social interaction with family and neighbors. In surveys and discussions in public meetings, the citizens of Farmington have repeatedly expressed the need and desire for additional parks and recreational opportunities, and to retain much of the open and rural feeling of the community.

This section of the General Plan will discuss a park hierarchy, will inventory existing parks in the City, assess park needs, and make recommendations for future development.

In establishing a Park Plan for a community it is important to provide for a variety of recreation experiences through various sizes of parks intended for different types of use and users. Parks should be designed with the users in mind, whether those users be toddlers, children and adults, senior citizens, or the disabled. It is also important to achieve equitable distribution of basic park land, recreation facilities, and programs throughout the community by applying standards uniformly and consistently.

The normal procedure in developing a Park Plan is to first establish a hierarchy of



parks. There are many planning publications which describe park hierarchy. The list would generally start with neighborhood parks and progress to district parks, city/community parks, and regional parks. These parks would be classified based on their size and service area. In addition to these parks there may also be special use parks which may provide one special activity such as a golf course, nature center, botanical garden or outdoor theater.

Due to the relatively small size of Hamington in both area and population this Plan will concentrate on only three types of parks: neighborhood, community, and special use. These parks are defined in this Plan by the following standards:

#### PARK STANDARDS

Park Type	Service Area	Acres/10 00 Populatio n	Desirable Size
Neighborhood	1/2 Mile radius	2	1/2 – 5 acres
Community	1 1/2 mile radius	6	5 – 25 acres +
Special Use	no applicable standard	2	variable

A neighborhood park will generally provide activities for children up to 15 years, their parents, and senior citizens. Activities may include open lawn areas for a variety of informal field sports, tot-lds, picnic tables and/or shelters, drinking fountains, rest rooms, horseshoe pits, volleyball, benches, and possibly tennis courts or other hard-surfaced play area for basketball. These parks are generally designed as walk-to facilities.

A community park will generally be designed to serve all age groups and will provide a wide variety of recreation opportunities. In addition to those elements found in neighborhood parks, community parks may include regulation baseball, football, and soccer fields, multiple tennis courts, multiple picnic pavilions, swimming pools, amphitheatres, and parking lds.

Based on these standards there should be 10 acres of parks for each 1000 persons in

Farmington. At the City's current population of 9,038 (according to the 1990 census) this computes to a park need of approximately 90 acres. As the City continues to grow this need will obviously increase proportionally. These standards should be viewed as a guide. They address minimum not maximum goals to be achieved.

Farmington currently has two parks that could be classified as community parks. These are Shepard Lane Park which is being developed at approximately 1000 North and 700 West and Main Street Park at 135 South Main Street. Both of these parks are located adjacent to elementary schools which have athletic play fields that are used in conjunction with the parks. Including these play fields in the park acres, Shepard Lane Park is approximately 11.75 acres in size and Main Street Park is approximately 11.4 acres. In addition to these parks, Davis County is in the process of developing a recreation area in conjunction with the County Fairpark in West Farmington which could serve as the nucleus of a community park in that area. The size of this recreation area is approximately 4.0 acres.

Woodland Park, located at approximately 300 South 300 East, is a special use park providing for nature study and, with the stage constructed in 1991, outdoor theatrical productions or concerts. Woodland Park is approximately 10.35 acres in size after deducting the land occupied by the City Public Works facilities. Additional interest is also added by the presence of Steed Creek which flows through a portion of the park.

A second special use park is being developed at approximately 750 North 75 West which includes Farmington Pond and surrounding property. Farmington Pond was established as an urban fishery in 1972. Improvements which are planned for 1993-94 include a new access road from Farmington Canyon, paved parking lots, rest rooms, handicap access to a fishing pier, and a trail head for equestrian access to the canyon. The park will be approximately 30 acres in size.

The City has two neighborhood parks. Moon Circle Park at approximately 1350 North Main is one acre in size. Mountain View Park, located above the City Cemetery at approximately 300 East 500 South is 2.48 acres.

Farmington now has a total of approximately 61.00 acres in community, special use, and neighborhood parks. This means that there is a park deficiency in the City of approximately 29.00 acres based on 1990 population figures. From this analysis it becomes apparent that, while Farmington has several excellent parks, there is a minor deficiency in parks at the present time and there will be a need for additional parks in the future to serve the City's growing population. In order to meet the service area standards established above, the most logical locations for additional community parks appear to be in the southern part of the City and in West Farmington once that area is incorporated. Locations for neighborhood parks in existing residential areas should also be evaluated.

The importance of advance acquisition of park land and open space cannot be stressed strongly enough. One general locations have been identified which are suitable for parks or open space, land should be acquired in advance of actual need in order to ensure its protection and availability for future use. Once these lands are acquired they may be leased back for agricultural, or other use, until such time as it is possible or desirable to develop them. The acquisition and/or reservation of prime open space should be a priority.

One of the major difficulties in any park plan is to establish funding sources for acquisition, development, operation and maintenance of the park system. Although there are some Federal and State funding sources for recreation, these sources have been dwindling in recent years and some programs have been ended altogether. Cities are having to depend more and more on local revenues, donations, and volunteerism to develop their park and recreation programs. Key to park funding is establishing an annual commitment within the Capital Improvement Program for acquisition and development of parks. It is also important to routinely evaluate the City's park fee to insure that new development is paying its equitable share of the impact being created on the park system.

#### Park and Recreation Recommendations:

1. Two new community parks should be created. The first should be located in the general vicinity of 1500 South between 300 East and I-15. As West Farmington develops, the second new community park should be located in the general vicinity of the Davis County Fairgrounds in order to maximize joint use opportunities.

2. Ten new neighborhood parks should be created. As presently identified, these parks should be located in the following general locations:

- a. in the vicinity of Shepard Lane and 1500 West;
- b. in the vicinity of 1300 West and 1875 North;
- c. in the vicinity of 1400 North 400 West, north of Farmington Orchards Subdivision;
- d. in the vicinity of 150 West 1100 North;
- e. in the area between State Street and 300 North and Main Street and 200 East;
- f. in the vicinity of 1130 South and the I-15 frontage road;
- g. in the vicinity of Clover Lane 650 West;
- h. in the vicinity of State Street 650 West;
- i. in the vicinity of 300 South 1100 West; and
- j. in the vicinity of 400 North 1535 West.

Where possible, neighborhood parks and community parks may be combined to serve a dual function.

3. Additional special use parks should be identified and developed as the need arises.

4. The parks locations identified above should be prioritized for advance acquisition and should be a priority of the Capital Improvements Plan. Other funding sources should also be explored, possibly using CIP funds to match State or Federal grants such as those provided through the Community Development Block Grant (CDBG) and Land and Water Conservation Fund (LWCF) programs. As residential development occurs in areas where community or neighborhood parks are recommended, dedication of park land should be required in lieu of park fees.

5. The first priority in park development should be construction of recreation facilities and amenities at Farmington Park. The second development priority should be the acquisition and development of a community park in South Farmington. The third development priority should be the acquisition and development of neighborhood parks in established residential areas. Park development in West Farmington should keep pace with development in that area.

6. Explore the possibility of developing a multi-purpose special use park north of Burke Lane between I-15 and Highway 89. The purposes for this park would be to serve as a regional stormwater detention basin and as an interpretive nature park.

7. In a survey conducted during the development of this Plan, one question asked was, "What types of recreation facilities do you think are most needed (in Farmington)?" The most common responses to this question were a public swimming pool, more parks in general, tennis courts, trails system (bike, jogging, equestrian), public golf course, recreation center, baseball fields, racquetball courts, and children's playgrounds. Some of these expressed needs and desires, such as a swimming pool, recreation center, and golf course, may be difficult to provide in the near future due to the initial investment required but these priorities should be recognized in planning for new recreation facilities.

8. Continue to work with Lagoon to establish a public recreation area utilizing portions of Lagoon's property east of the amusement park between Farmington Creek and Main Street.

9. Explore with the Davis County School District and the LDS Church, joint use of recreation facilities.

10. As development occurs on the east side of the City, corridors for hiking and equestrian access to the foothills should be preserved.

11. A trail system should be developed for biking, hiking, jogging, and equestrian use which will provide links between parks, open spaces, residential areas, service centers, and foothill access points. Where possible existing utility corridors, natural drainage corridors, and other non-vehicular rights-of-way should be utilized for the trail system. It is of particular importance to identify and preserve existing crossings of Highway 89 and I-15, such as the underpass at the Utah State Agricultural Experiment Station and the overpass at Clover Lane, and plan for additional crossings.

12. Because of the frequent conflicts and problems that result from bicycles sharing street rights-of-way, Farmington City has determined it best not to encourage Class III bikeways where bicycles use existing streets separated from traffic by only a painted bikeway and signs. Where City funding is to be used, Class I and II bikeways are preferred in order to physically separate bicyclists from automobile traffic.

13. All parks should be designed with careful attention to handicap access, low maintenance details, and vandal resistance.

14. One of the elements in the City most frequently commented on by visitors as well as residents is the magnificent street trees, especially the Sycamores lining Main Street. Although a City's streets are not generally considered to be part of the park system, street trees do create a park-like feeling and tree lined streets can serve as connections between parks. In order to preserve and expand the City's urban forest, a Street Tree Ordinance should be developed which establishes standards for planting, maintenance, and removal of trees in the public streets, parkways, and other municipal-owned property. This ordinance may also designate specific "high image" streets where tree planting should be concentrated. These streets may include, but are not limited to, 300 East south of State Street, 300 West, State Street / Clark Lane, Main Street, Burke Lane, and Shepard Lane.

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#### Open Space Recommendations:

1. Realizing that open space within the City represents an intrinsic element which created and defines the character of Farmington, it is recommended that existing farmlands and other significant open spaces be preserved, insofar as possible, in order to preserve and maintain the character of the City. The City should perform an open space study to determine, in part, which of these lands have the highest priority in terms of preservation within a comprehensive open space system.

2. Farmington officials are urged to investigate ways to acquire and preserve open space in critical areas as part of a comprehensive park and open space plan. Such areas

may include the Farmington Creek flood plain, the Steel Creek flood plain area (Woodland Park), and the Davis Creek flood plain. These major drainages, especially, may be designated as links between neighborhood and community parks in the City. Other open space areas that may be preserved include the agricultural lands on either side of Highway 89 and the east foothills above elevation 4000. Through acquisition and appropriate development of these areas some of the open feel of Farmington can be maintained.

3. Explore the potential of preserving open space and greenbelt areas for recreation purposes and for use as buffer zones in developed areas where appropriate and cost efficient.

- a. Encourage the maintenance of farmland and other open lands if they are historically or environmentally unique.
- b. Encourage park land donations.
- c. Require any planned unit development to preserve open space.
- d. Establish by ordinance requirements for payment in lieu of, or outright dedication of park property in new developments.

4. The acquisition and development of open space and park property should be a priority of the Capital Improvement Program.

5. Land which the City currently owns should be maintained in public ownership. There should generally be no net loss or development of City-owned property which may be more appropriately preserved as part of an open space system.

6. In order to preserve the foothills and to maintain their natural beauty, designate the foothills as open space and establish the elevation of 5300 as the limit above which only limited development will be permitted.

## DAVIS COUNTY FACILITIES

Farmington serves as the seat of government for Davis County. For this reason the majority of the County's offices and other facilities are located in the City. These facilities include, among others, the Davis County Court House, a county library, the drivers license division, the County Fairgrounds, and the Criminal Justice Complex. As the County seat, the City has borne it's fair share of the responsibility to accommodate the spatial and infrastructure needs of County government and has benefitted from it's association with the County in numerous ways. It should be recognized, however, that a centralization of facilities may also create a burden on a community and that, occasionally, other areas of the County

now need to bear their share of this burden.

It is the desire of the City to maintain and improve its mutually beneficial and cooperative relationship with Davis County.

### FIRE DEPARTMENT

The Farmington Fire Department provides fire protection, emergency medical response, and fire prevention education programs. The Department is located in one centrally located station in the Downtown area. In addition to the services provided within the City limits, fire protection and emergency services are also provided in the unincorporated areas between the north and south City limits.

As part of its fire prevention efforts, the City has adopted the Uniform Fire Code and has implemented a Fire Code inspection program. The Department has also taken a serious approach toward education in the public and private school system.

Long range goals for the Fire Department include:

1. Establishing a schedule within the CIP for replacement of out-dated fire engines.
2. Providing ambulance service to the community.
3. Phase in over a 10-year period, measures to provide on-duty personnel at the Fire Station 24 hours a day.
4. As the City continues to grow additional stations and equipment may become necessary.

### POLICE DEPARTMENT

The Farmington City Police Department responds to, investigates, and prepares appropriate reporting on hundreds of crimes and automobile accidents every year. These efforts have had a significant positive effect on the City in that many categories of crimes have shown a slight decrease over the years.

As Farmington's population continues to increase, creative approaches to law enforcement should be implemented to respond to the paralleling increase in criminal activities. Citizen involvement should be encouraged. The City's Public Safety Committee should continue its efforts in evaluating new and improved ways to discourage criminal activities in the City. The City should also expand and provide its initial efforts to establish

## the Intensified Crime Watch and Neighborhood Watch Programs

Since, statistically, juvenile crime is shown to be a major problem not only nationwide but also in Farmington, the City should investigate proven crime prevention programs and implement them when financially feasible. This may include the DARE program that would allow a designated officer to spend more time at the schools, providing topics like drug and alcohol abuse prevention, and engendering better feelings between students and police officers.

Other Goals for the Department include:

1. Expand volunteer services: This would involve recruiting citizens for both the Neighborhood Watch and McGruff programs. This could go a long way in positive public relations between police and citizens. It would also be a helpful tool in deterring crime.
2. Tactical patrol: With the proper man power, specialized patrols could be utilized. These would include DUI shifts at specified times and places. Also extra patrols and stake-out shifts for higher crime areas within the City should be implemented.
3. Support the Davis County Narcotics Task Force.

## PUBLIC WORKS DEPARTMENT

The primary functions of the Public Works Department continue to be maintenance, repair, and replacement of the City's water system, storm drain system, streets, parks, and other City properties. To keep up with anticipated expanded growth, the Department should also continue to construct minor public improvements as authorized by law. However, large projects should be "let out" for competitive bids.

In order to carry out its functions, the Department should be afforded safe and reliable equipment and facilities to enhance efficiency and reduce public liability exposure. Recently new trucks have been acquired replacing others that were worn out and Replacement snowplows and sanders should be purchased as the need arises as reliable and safe equipment is especially paramount considering the heavy and frequent snow falls that occur in the City. Effective snow removal improves citizen safety and enhances public safety response capability. Steep hillsides further justify priority status to these purchases. Employees should be encouraged to take advantage of safety and skill training opportunities especially as new and better equipment is acquired.

An increase in park development has occurred in recent years. Shepard Park, financed by State grants and General Obligation Bond proceeds, was completed in 1993 and Farmington Pond is slated for development in 1993-94. Land has also been acquired for a



neighborhood park in the southern part of Farmington. Additional land should be acquired to expand the function of the proposed south Farmington park for both neighbor and community use. Other park property will undoubtedly be acquired and developed as the City grows. In addition landscaped entrances (windows) in to the City should be considered to beautify and enhance the City streetscape in a manner similar to what has been to the 300 West entrance to Farmington.

Because of the increase in park acquisition and development, the City should continue evaluating personnel needs and maintenance expenses as it considers the timing of park development. Seasonal employees, use of court-ordered "community service workers" and "work release inmates" from the County Jail are resources that should be considered to meet maintenance needs. Existing park maintenance should not suffer as new parks are developed.

Street upkeep and preventive maintenance should generally take priority over street widening and construction. Expenditure of Class "C" road funds received annually, should reflect this priority. More funds should be budgeted for activities such as chip-n-seals, slurry seals, crack sealing, and leveling courses than on construction projects. Street widening and reconstruction should occur when adequately justified. Where feasible, abutting property owners or developers should participate in street widening projects.

Streets built in conjunction with new development should be built to last. An evaluation of current street construction standards should be made and reasonable adjustments, if any, should be implemented to enhance the life of newly built streets. The Department should continually use inspection and testing as a method to ensure compliance with City street construction and repair standards. The Department should investigate and use, when feasible, street maintenance programs designed to lengthen asphalt life.

The Department should continue its efforts to implement recommendations made in the Storm Drainage and Water System Studies completed within the last few years. These recommendations should be submitted to the City's governing body for consideration in the City's Capital Improvement Plan. Careful scrutiny in evaluating proposed water, sewer, and storm drainage improvements by developers should continue. Where necessary, the City should participate with developers in paying up-sizing costs to meet area-wide water and storm drainage needs.

## SCHOOLS

Schools in Farmington are under the jurisdiction of the Davis County School District. There are four schools presently located in Farmington. These schools include Knowlton Elementary, Farmington Elementary, Farmington Junior High School, and Monte Vista School. Other schools outside the City's boundaries are also attended by Farmington residents.

Farmington City and the Davis School District should work to achieve better coordination in the planning of new school sites. Farmington officials should initiate contacts with the School District to achieve the communication and coordination needed. Future school sites should be located in areas that are easily accessible to nearby residential areas and should avoid major roadways and commercial areas. Flood control detention basins, where applicable, ought to be worked into the design.

Schools are an integral part of a community. Buildings and grounds should serve not only an educational purpose, but civic and recreational needs as well. Farmington City officials should work closely with Davis School District officials to maintain the current policy of allowing school properties to be used for community and neighborhood activities after normal school hours.

## CHAPTER 8

### TRANSPORTATION

The transportation network within Farmington consists of streets, sidewalks, pedestrian and equestrian trails, railroads, mass transit, highways, and fireways. Traffic flow is generally good in the central part of town but breaks down in outlying areas. The foothill areas create special challenges to circulation due to steep grades and the barriers created by the natural drainages flowing out of the mountains. Another critical problem is created by the fact that the two major highways running through the City, Interstate 15 and Highway 89, severely limit east-west circulation.

The Master Transportation Plan prepared by Harrocks Engineers dated March 4, 1998, provides for a network of collector and arterial streets within the City. The plan identifies existing streets that should be improved to meet specified widths and standards necessary in order for these streets to function as needed. The plan also identifies recommended locations for future collector and arterial streets and designates Interstate 15 and Highway 89 for major improvements. In regards to alignments for future streets the Master Transportation Plan should be considered conceptual. Final alignments for future streets will be determined specifically at the time of construction.

Land use regulations should include access control standards for uses abutting collector and arterial streets in order to insure that the street system will continue to function as intended. These access control standards should be designed to reduce conflicts between traffic movements on designated major streets and should include, among other things, provisions limiting the number and width of driveways, restricting parking, and establishing standards for stacking space and turning movements.

In an effort to reduce noise impact to residential areas adjacent to I-15, U.S. 89, and any future major arterials, noise abatement measures shall be applied consisting of sufficient open space, with or without dense landscaping, or earthen berms, with or without a minimal decorative wall, which in combination shall achieve sound mitigation required subject to applicable law. Dense landscaping should include a mixture of deciduous and evergreen trees and plant material.

Where residential structures already exist adjoining major arterials, a combination of dense landscaping and rolling earthen berms should be encouraged. Sound walls should only be considered after all other noise mitigation alternatives, including but not limited to

suggestions found in this chapter, have been shown to be unfeasible as recommended by the Planning Commission and approved by the City Council.

Sound mitigation for all new developments along major arterials shall not include sound reflective material, including but not limited to concrete, masonry, and rock, etc., except when shown conclusively by the developer that no other alternative is feasible. Under no circumstance shall the wall portion of the sound mitigation exceed 8 feet in height. The use of landscaped berms should be encouraged.

#### I-15, U.S. 89 and LEGACY HIGHWAY

As mentioned at the beginning of this Chapter, circulation within the City is severely limited by the location of the major arterials passing through the City from north to south. These two arterials, I-15 and Highway 89, divide the City into three parts: the area east of I-15 and Highway 89 (area 1), the area between Highway 89 and I-15 north of Burke Lane (area 2), and the area west of I-15 (area 3). Connections between these three areas are very limited. Connection between areas 1 and 2 is provided only at Shepard Lane. Connection between areas 1 and 3 is provided only at Main Street and Glover Lane. Connection between areas 2 and 3 is provided only at Shepard Lane. This situation will become more and more critical if additional access is not developed to provide for more efficient emergency services and for the convenience of the City's growing population.

In 1991-92 the Utah Department of Transportation contracted with a private consultant for an Environmental Impact Study (EIS) on the Highway 89 corridor from Burke Lane to South Ogden with the stated intent to designate the road as an expressway or limited access highway. The EIS was completed on April 8, 1997 (record of document). It recommends that UDOT eliminate existing intersections along the route in favor of grade separated interchanges, overpasses, or underpasses. As discussed more completely in Chapter 11 of this Plan, the area surrounding the intersection of Highway 89 and Shepard Lane has developed as a retail commercial area of the City. The City has taken the position that any plans to upgrade and improve Highway 89 should be aesthetically pleasing and include elements to preserve and increase safe and convenient access between the east and west sides of Farmington and should preserve the commercial viability of the area surrounding Shepard Lane. Land uses should be planned to limit noise and other impacts associated with high traffic volume corridors.

In the past, when freeways handled much less traffic than they do today, residential areas were developed adjacent to I-15 in South Davis County and other areas. Now some of

these neighborhoods have successfully petitioned the State for sound walls to buffer noise and prevent other nuisances associated with the higher traffic volumes.

In Farmington, large tracts of undeveloped land still exist along I-15 and US 89. Proper planning now may reduce land-use/traffic noise conflicts in the future. The Utah Department of Transportation (UDOT) encourages communities to plan and will assist local government agencies by providing information that will help them recognize incompatible land uses near state highways. The non-developed area in Area 3 west of the I-15 corridor shall be developed as outlined in other chapters contained herein to provide mixed use development (and its resulting tax base to the City) and to buffer residential developments to the west and north.

Traffic projections seem to indicate that there is a long-term need to provide an alternative north/south highway to take some of the pressure off of I-15. Since the mid-1990s UDOT officials have studied several options for a proposed West Davis or Legacy Highway from North Salt Lake City to Kayville City. Farmington City has been heavily involved in the planning process for this highway.

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#### Recommendations:

1. The Master Transportation Plan prepared by Harbords Engineers dated March 4, 1998, shall be an element of the General Plan, and the recommendations in particular, including but not limited to the recommendations contained in this document, shall be used for planning transportation improvements in the City. Farmington City adopted a transportation plan for the southeast area of the community in January of 1997. Where the recommendations in this plan conflict with Master Transportation Plan prepared by Harbords Engineers the later shall apply.

2. The following policies should govern in evaluating design alternatives for improvements to US Highway 89:

- a. UDOT should be requested to allow the continued operation of the at-grade signalized intersection as the level of service (LOS), and capacity remain favorable. Interim TSM improvements, including additional lanes for high demand movements, should be programmed to assure an acceptable LOS for the immediate future and the next 10 to 20 years. If, in the future, UDOT desires to design and install an interchange, the following elements should be considered:

- i. Safe pedestrian access from the west side of US 89 across the interchange to existing commercial and residential activities on the east side.
  - ii. Consider design alternatives producing the lowest associated impacts to abutting property including but not limited to, minimizing the height of the structure by some minimal lowering of Shepard Lane, alternate treatments and analysis of which road should actually be elevated, and noise mitigation strategies for elevated structures/highways.
  - iii. The northbound off-ramp at Shepard Lane should be provided with "stop" control for eastbound motorists proceeding past Knowlton Elementary School.
- b. The City of Farmington is negatively impacted by improved development of US 89 if the project development does not include improvements through the Shepard Lane intersection to I-15 along with the construction of the improved US 89 I-15/Legacy Highway interchange at Burke Lane. The improved US 89 and Legacy Highway interchange will exacerbate the existing problems at the current signalized Shepard Lane intersection if improvements are not made to this intersection concurrently with the construction of the Legacy Highway. Reestablishment of Burke Lane with improvements to the intersection of three major highways when the Legacy Highway is constructed by UDOT is necessary to mitigate the impact of this project and should be included in the proposed project scope instead of delaying this portion of the US 89 improvements. Separation of community areas created by limited access highway construction could also be mitigated with this approach.
- c. UDOT should carefully assess the drainage and wetland mitigation measures associated with the EIS process. The entire area from Farmington Junction to I-15/Burke Lane should be included. The design mitigation alternatives analysis should include a detention/retention basin near the I-15/Burke Lane interchange. (Small pockets of wetlands should be traded for one large enhanced wetland area.)

- d. Noise abatement alternatives should be examined through the entire area from I-15 at the Keysville border and Farmington Junction to Burke Lane. US 89 improvements combined with the increased traffic projected on these road systems will significantly increase noise (above current allowable Federal regulated levels) in the northwest portion of Farmington. This area currently exceeds allowable levels due to the past construction of I-15 without any noise abatement facilities; anticipated road elevation increases between Cherry Hill and Burke Lane will also increase this problem. Maintaining the commercial viability of this area, the low density residential character, and rural environment would dictate that construction of sound walls through this area may not be acceptable to the community to mitigate noise pollution. Since a significant portion of the residential development in the community is sandwiched between I-15 and US 89, the increased noise level combined with the unacceptable levels generated by I-15 would have a significant negative environmental impact on the existing homeowners in this location. Mitigation of this problem could be accomplished providing dense landscaping and rolling earthen berms along I-15 to significantly decrease existing background noise. For future residential and other noise sensitive land uses projected by the General Plan for the US 89 corridor and for areas adjacent to I-15 north of the Burke Lane interchange, acceptable noise abatement alternatives include distance, landscaping, and/or earth berms. Sound walls should not be considered for new residential development. Farmington believes that this approach should be included in the proposed project scope. The negative visual impacts of this project could also be reduced with this approach.

3. There is no doubt that provision needs to be made for diverging highways in the vicinity of the Cherry Hill/North Farmington junction. However, the design solution should provide for adequate access between east and west Farmington by providing a connection between Main Street and 1875 North and should be sensitive to the unique character of the area.

4. UDOT has informed Farmington City that the viability of the Legacy Highway project is contingent on a direct connection to US 89. Thus, Farmington City favors and supports alternative routes adjacent to I-15. Farmington City is opposed to an alignment



further west because this will further geographically and psychologically divide the community, jeopardize open space and wildlife resource areas, and bring greater noise, pollution, and negative environmental impacts to this area.

5. Long range recommendations of the "I-15 Corridor Study" (March 1991), prepared by the Wasatch Front Regional Council for the Utah Department of Transportation, include redesign of the Burke Lane interchange. This redesign should include an overpass or underpass to provide access into West Farmington, reestablishing the traditional alignment of Burke Lane, and accommodate any future Legacy Highway and frontage (or minor arterial) extensions north of Burke Lane to Kaysville City.

The City should encourage UDOT to include the reconstruction of the Burke Lane Interchange to occur concurrently with the Shepard Lane Interchange and other improvements planned for Highway 89 and vice versa for the following reasons:

- a. The existing traffic light cannot adequately control the three-way speed traffic at the U.S. 89/Shepard Lane intersection. Accidents at this intersection are often fatal due to the high speeds and the large average daily traffic count along this section of the U.S. 89 Corridor. UDOT is now implementing or planning major interchange improvements at Cherry Hill and Burke Lane. Safety problems may increase between these two major interchanges if UDOT solely relies on a traffic light to control traffic at Shepard Lane.
- b. UDOT often takes two to four years to complete major interchange improvements. Local traffic impacts which result from the proposed interchange construction may linger for much longer if the Burke Lane and Shepard Lane interchanges and other U.S. 89 improvements in Farmington are not constructed at the same time.

6. The development of I-15 and the Burke Lane Interchange diminished or impaired access to many existing parcels of property. In order to help mitigate this impact a system of frontage roads is needed to provide the necessary access to east, west, minor arterials, the Interstate system and/or crossing points between east and West Farmington. The frontage road system should be designed, funded, and installed by UDOT.

7. The I-15 Corridor Study also recommends that a new interchange be constructed in the vicinity of Glover Lane. If UDOT implements this recommendation it should

be accomplished by either a redesign of the existing South Farmington interchange or a new interchange located far enough north of Clover Lane to minimize potential impacts on existing residential development in that area. Any new interchange, or redesigned interchange, should provide for access to West Farmington.

8. The Zoning Ordinance should be amended to more fully address and establish access control standards and development standards.

9. Interstate 15 from the Kaysville City Limits to Lund Lane and US 89 from Fruit Heights to the Burke Lane Interchange are designated for major improvements.

10. Noise abatement policy as established by UDOT should be adhered to for all land uses prescribed in the General Plan next to freeways (high speed highways with full access control such as I-15), expressways (high speed highways with limited access control such as US 89), the Legacy Highway, and any major retrofit projects along these or similar corridors. In an effort to reduce noise impact to residential areas adjacent to I-15, US 89, and any future major arterials, noise abatement measures shall be applied consisting of sufficient open space with or without dense landscaping or earthen berms with or without a minimal decorative wall, which in combination shall achieve sound mitigation required subject to applicable law. Dense landscaping should include a mixture of deciduous and evergreen trees and plant material.

Where residential structures already exist adjoining major arterials, a combination of dense landscaping and rolling earthen berming should be encouraged. Sound walls should only be considered after all other noise mitigation alternatives, including but not limited to suggestions found in this chapter, have been shown to be unfeasible as recommended by the Planning Commission and approved by the City Council.

Sound mitigation for all new developments along major arterials shall not include sound reflective material, including but not limited to concrete, masonry, and rock, etc., except when shown conclusively by the developer that no other alternative is feasible. Under no circumstance shall the wall portion of the sound mitigation exceed 8 feet in height.

9. A typical street standards should be implemented in West Farmington to better preserve and enhance the rural character of this area. Specific recommendations include the following (see Figures One through Four):

West Farmington Street Standards			
	Minor Arterial	Major Collector **	Minor Collector
South and West Park Strip *	10' Multi-use Trail and 7.5' planting strip with trees	11.5' Multi-use Trail	11' Multi-use Trail
North and East Park Strip	6' sidewalk, 11.5' (or flexible width) planting strip with trees	5' sidewalk, 6.5' planting strip with trees	5' sidewalk, 6' planting strip with trees
* NOTE: On Clark Lane, the equestrian path shall be on the north side of the ROW east of 1100 West and on the south side of the ROW west of 1100 West.			

12 The collector system for west Farmington shall be designed to funnel traffic from the west Farmington area to the Burke Lane intersection with direct connection to the freeways. As part of this, the Clark Lane/1100 West Intersection should be realigned to provide a direct route to I-15 for areas in west Farmington west of the D&RW railroad tracks. Traffic flow through the State Street or Shepard Lane overpasses should be minimized. Access off of Burke Lane and Clark Lane west of I-15 should be limited to a controlled master development plan and at signaled intersections only.

13 Traffic generated from light-manufacturing areas planned south of Glovers Lane should be directed away from residential areas and should be guided on to I-15 and/or Legacy Highway frontage roads north and south of the site. The City should consider road weight limit standards and official truck routes designated by ordinance to further discourage truck traffic through residential neighborhoods.

### LOCAL ACCESS

Another topic of discussion during the 1991-92 review of the City's General Plan has been that of local access, particularly in the east Foxhills. There are unique problems in these areas due to the grades encountered and the fact that barriers exist in the form of canyons and streams coming out of the mountains.

In the past, several subdivisions have been developed in the foxhills in which all circulation was self-contained, making no provision for connection to adjacent properties.

This is potentially a very dangerous situation. Time and again throughout this Plan life safety concerns have been discussed. These concerns are perhaps more important in relation to residential development than anywhere else. In the event of any emergency, it is critical that adequate and alternative access be provided. "Adequate" in this sense means roads that are improved to minimum standards in terms of width, grade, and paving surface and for which there is assurance that they will be maintained year around to provide safe passage. "Alternative" means that there will be a sufficient number of access points into an area so that if an unforeseen event makes one point impassable, another point will be available.

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#### Recommendations:

1. Farnington City should continue the development of adequate major and minor collectors to carry traffic to and from the major arterial system.

2. A neighborhood specific transportation plan for new development should conform with the Master Transportation Plan for the most advantageous development of adjoining areas and the entire neighborhood or district. In the event a neighborhood specific transportation plan does not exist, the subdivider shall prepare such a plan for review and approval by the Planning Commission and City Council to help insure that adequate circulation and street connections will be made as vacant property develops. Isolated subdivisions which do not tie into adjacent subdivisions should not be allowed.

3. As development occurs, developers should be required to dedicate and improve all streets which are necessary to serve their projects. The City should also consider ordinance provisions requiring developers to contribute to the improvement of streets which are directly impacted by their projects.

4. All development in Farnington should include curb, gutter, and sidewalk (except where bicycle, pedestrian, or equestrian trails are approved in lieu of sidewalks) on streets whether the street is pre-existing or not.

5. Noise levels along the I-15 corridor currently exceed Federal Standards. UDOT should be encouraged to mitigate this problem for both existing residential development and for new residential development as it occurs.

#### PUBLIC TRANSPORTATION

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### Recommendations:

1. Farmington City should continue to work with the Utah Transit Authority (UTA) in establishing and maintaining adequate service to a majority of the City's residents.

2. UTA should provide a stop for express bus service to Salt Lake City, and Ogden from Farmington.

3. Farmington City officials should work with UDOT and UTA to establish "Park and Ride" lots in Farmington. Such facilities would serve the needs of City residents who must commute to major employment centers. Possible locations for "Park and Ride" lots may include the vacant property just west of the State Highway Patrol and Drivers License Building on the Frontage Road near Burke Lane.

4. A local Trolley or shuttle bus system should be planned that connects the west Farmington freeway commercial area, the future rapid transit system, the downtown area, the Shepard Lane retail area, and Lagoon.

5. UTA should provide a commuter rail stop and at least one or more light rail stops in Farmington as these services become available to Davis County. Farmington City should work closely with UTA to implement this recommendation. The City and UTA should also plan for inter-modal connectivity between these two modes of travel.

## CHAPTER 9

### AGRICULTURAL LANDS

The primary factors that attracted people to settle in this area, and ultimately to found the City of Farmington, were the abundant water from mountain streams and the fertility of the soil. For nearly 150 years farming has constituted the primary use of land in the City. Today there are few active farms in the City. Farmington's once well developed irrigated crop and pasture land is located in close proximity to a market area where its products used to be inexpensively distributed.

The very factors that make this land valuable for farming also make it attractive for other types of more intensive development. With the development of the State and local road system much of the agricultural land has become even more accessible. Residential subdivisions are gradually encroaching along with some commercial and industrial uses. The open agricultural areas that have characterized Farmington for so long are slowly diminishing. Notwithstanding this, the land's historic value and importance as open space is a community resource that we can ill afford to lose.

Prime agricultural lands are one of the earth's rapidly disappearing irreplaceable resources. As these lands disappear under asphalt and concrete they must be replaced by less suitable, less productive and more remote farmlands elsewhere.

#### Recommendations:

1. Those lands within the City currently in agricultural use should be protected and the property owners encouraged to continue and maintain productive agricultural operations.
2. The City should perform an open space study to determine, in part, land that should be considered prime agricultural land and which should be given the highest priority in terms of preservation within a comprehensive open space system. Once identified these lands should be designated as agricultural/open space.
3. The City should adopt policies and procedures intended to acquire and maintain farmland in order to preserve the historic character of Farmington. These procedures may include such methods as:

- a. outright purchase of such lands which may then be leased back to farmers who will continue to keep them productive;
- b. acquisition of development rights;
- c. establishment of conservation easements through which property would be limited to agricultural or open space use;
- d. establishment of a land conservancy trust to which property owners could voluntarily donate land to be maintained and preserved for future generations.

4. If necessary, the Zoning Ordinance and Subdivision Ordinance should be amended to provide protection for farmlands as development occurs near such lands.

5. All land below the 4218 elevation in the western part of Farmington should be zoned for agricultural use, very low density or designated as open space.

## CHAPTER 10

### RESIDENTIAL DEVELOPMENT

Farmington City is made up, primarily, of single family homes and open agricultural properties. Current statistics show that nearly 90% of all dwelling units in Farmington are single-family homes. Comments received by City officials in public hearings, meetings, and neighborhood surveys over the past several years, indicate that the desire of most Farmington residents is to maintain, as much as possible, this low density, rural residential atmosphere. It is the premise of this Plan that:

- a. Growth if not controlled, may irreversibly change the rural/residential atmosphere that has been established in Farmington and is becoming more and more scarce throughout the nation.
- b. Uncontrolled growth will place an undue burden on the infrastructure for providing essential public services creating undue expense for replacement and extension of such infrastructure, and
- c. Uncontrolled growth will have a negative impact on the public safety of the City's residents.

For these reasons it is one of the primary goals of the General Plan to continue to encourage low density, rural-residential development in the City through standards for larger lot sizes, preservation of significant open space, and encouragement of new development which is integrated with existing development and which makes the most efficient use of existing infrastructure.

While low density, single-family residences are most preferred in Farmington, a few areas may be appropriate for some limited higher density residential development. The City should provide in it's General Plan for a range of residential densities. Higher density development should be limited to those areas that are adjacent to commercial properties, and along high volume traffic corridors, where they can more easily be designed to buffer the impacts of these more intense land uses from lower density residential neighborhoods. Preference should be given to privately owned condominium or planned unit development projects over other types of multiple unit development. Rental units should be limited to duplexes, triplexes, and four-plexes. For the purpose of this General Plan "multiple-family" refers to a single building containing two or more dwelling units.



In those limited areas where the General Plan recommends such developments, multiple-family residential developments should be compatible with the surrounding area, not negatively impact neighboring residential areas, and conform to strict design and buffering criteria established for such developments.

### RESIDENTIAL DEVELOPMENT IN SENSITIVE AREAS

The hillsides and canyons should be protected from uncontrolled development to insure retention of the natural slopes and vegetation. These areas are frequently sites of geologic and other natural resources and natural hazards which should be identified and accommodated as residential development occurs. Other areas that should be protected from development include flood plains, the Great Salt Lake, groundwater protection recharge areas, wetlands, areas identified in Chapter 5, and other sensitive areas. Some of Farmington City's sensitive areas are delineated on the City Resource and Site Analysis Plan, dated April, 1999, hereby adopted by reference as part of this plan. All sensitive areas must be recognized in the site plan approval and subdivision development processes of the City.

Residential development adjacent to commercial, industrial, transportation and institutional land uses, should be afforded protection from the impacts associated with those uses. Residential areas should be buffered from the visual, lighting, and noise impacts that can result from living next door to a commercial, institutional, transportation, or industrial uses.

### HOUSING POLICIES

Farmington City should not allow racial, ethnic, or religious discrimination in the provision and procurement of decent housing in the City.

Farmington City should assure the orderly growth of housing for future population through identification of optimum locations for housing development and provision of City services as required.

Farmington City should require safe building development, and rehabilitation of existing housing through adoption and adherence to building codes, and housing standards.

Farmington City should accommodate the use of advanced housing construction techniques, which promote energy conservation, and of new cost-effective housing concepts.

### Recommendations:

1. Residential Densities: The General Plan classifies residential uses based on density ranges. Density is calculated according to the number of dwelling units per gross acre of ground upon completion by the developer of a [Subdivision Yield Map] acceptable to the City which demonstrates the maximum number of lots possible after sensitive areas discussed above and street rights-of-way and other areas necessary for public improvements have been identified and excluded. All references to minimum lot size are primarily intended for Subdivision Yield Map purposes. The City should consider smaller lot sizes only if appropriate conservation planning criteria are applied consistent with recommendations contained herein. Density classifications for Farmington City should be established as follows:

<u>Minimum Lot Size for Subdivision Yield Map Purposes Only</u>	<u>Lot Size</u>
Five Acre and above	Very Low Density
Less than five acres but greater than or equal to 30,000 sf.	Rural Residential Density
Less than 30,000 sf. but greater than or equal to 15,000 sf.	Low Density
Less than 15,000 sf. But greater than or equal to 8,000 sf.	Medium Density
Less than 8,000 sf.	High Density

2. Density definitions in the Zoning Ordinance should be amended to be consistent with the General Plan.

3. The designation of "very low density" residential should be applied to:
- a. environmentally sensitive areas such as flood plains, wetlands, debris flow areas, and areas within 100 feet of a stream channel;
  - b. all land above an elevation 500 feet above sea level;
  - c. all developable public lands and any and all public lands converted to private ownership after 1993, and

d. all land below an elevation of 4218 above sea level.

4. The designation of "rural residential density" (1/2 acre minimum lot size) should generally be applied to all land between I-15 and elevation 4218 in West Farmington in order to reflect and preserve the existing development pattern and character of that area.

5. In the Foothill Overlay Zone, lots in 30%-35% slope districts should be required to have a larger area than would ordinarily be permitted in the underlying zone. The suggested minimum lot size in these districts is 1/2 acre. In addition, all future zone changes to single-family residential designations in the foothill zone should be to zones which require a lot size of not less than 10,000 square feet.

6. All land not specifically designated otherwise should be designated low density residential.

7. Those areas of the City which are zoned R-2 but have been developed as predominately single-family residential areas should be down-zoned to RS.

8. In the older residential neighborhoods of Farmington, promote maintenance and preservation of historic homes. Encourage new construction to be architecturally compatible with existing structures.

9. Promote neighborhood pride and appearance by:

- a. developing street tree planting and front yard landscaping either through amendments to the Subdivision Ordinance or through voluntary programs;
- b. amending the Zoning Ordinance to prohibit long term storage of recreational vehicles, trailers, boats, camper shells, etc. in the front yard setback and encourage them to be stored in areas that are not visible from the street;
- c. requiring that the minimum required parking for new residential construction or modifications to existing residential uses be out of the front yard setback and/or in an enclosed building in order to preserve the driveway for temporary and visitor parking and reducing parking on the street;
- d. amending the Subdivision Ordinance to require subdividers to install adequate street lighting in new subdivisions;

- c. continuing to sponsor annual or semi-annual City-wide cleanup campaigns in which the City will pickup and dispose of debris collected by property owners

10. The designation "medium density" residential should only be applied to the following areas:

- a. Existing twin home or condominium developments which include, but are not limited to, Lupine Village Phase I, Agave Village, Woodridge Twin Homes, Oakridge Condominiums, and Stony Brook Subdivisions
- b. Areas north of the commercial development at Shepard Lane and Highway 89 which could serve as a buffer between commercial development and lower density residential uses
- c. areas presently zoned for multiple-family residential use in which medium density development currently exists

11. In all zones where multiple-family residential uses are permitted they should be permitted only as Conditional Uses which will give the Planning Commission the opportunity to thoroughly evaluate a proposed development in a public hearing

12. The Site Development Chapter of the Zoning Ordinance should be reviewed and, if necessary, amended to insure adequate buffers between higher density uses and lower density uses

13. Scattered areas of R-1 and R-3 zoning, if developed, should be rezoned to reflect the actual use of the property and, if undeveloped, could be rezoned to a low density designation if compatible with other recommendations of this Plan

## CITY COUNCIL AGENDA

For Council Meeting:  
January 3, 2017

### **S U B J E C T: Minute Motion Approving Summary Action List**

1. Approval of Additional Fire Personnel
2. Park Lane Commons Phase IV Deferral Agreement
3. License Agreement for Bassett Leach Field
4. Approval of Minutes from November 15, 2016
5. Approval of Minutes from December 6, 2016

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.

# FARMINGTON CITY FIRE DEPARTMENT

82 North 100 East  
P.O. Box 160  
Farmington, Utah 84025  
Tel. (801) 451-2842  
Fax (801) 451-7865



*THE DESIRE TO SERVE THE COURAGE TO ACT THE ABILITY TO PERFORM*

## CITY COUNCIL STAFF REPORT

To: Mayor and City Council

From: Guido Smith, Fire Chief

Date: December 16, 2016

Subject: DIRECT STAFF TO PROCEED WITH STAFFING PLAN (OPTION #1) AS IDENTIFIED & CONCURED DURING THE DECEMBER 6<sup>th</sup> COUNCIL WORK SESSION.

### RECOMMENDATION

Direct staff to proceed with Staffing Option #1 as identified and concurred during the December 6<sup>th</sup> council work session.

### BACKGROUND

Over the past 5 years, Farmington City has undergone significant residential and commercial growth, whilst remaining a regional attraction for hundreds of thousands of visitors annually. As stated within previous reports, this continued growth has impacted the Fire Departments ability to maintain adequate and efficient service within our community with at least 10% of calls receiving delayed or understaffed response. Although the department manages creative staffing strategies with part-time personnel, it remains unable to guarantee staffing of its first-out emergency apparatus within Farmington. In addition to providing various reports and proposals over the past five years, Chief Guido Smith presented the council a proposal at a work session on December 6<sup>th</sup>, 2016. This proposal was comprised of 3 staffing options to help resolve staffing challenges. After considerable conversation and validation of available funding, the council recommended Option#1 be brought to the council for formal approval.

### FUNDING:

#### Option #1

Fill three (3) additional full-time Driver Operator / Engineer positions (one per shift), starting with one position January 1<sup>st</sup>, 2017 and two more July 1<sup>st</sup> 2017 (Start of FY 2018).

***Impact to existing "General Fund Operating" FD budget:***

FY2017           +\$29,025 (Wages) plus Benefits @ \$16,500 = \$44,525 (New Expense)

FY2018           +\$146,100 (Wages) plus Benefits @\$86,000 = \$232,100 (New Expense)

Based on option variables - \$180,000 – 784,358 additional cost to existing budgeted.

**Potential Cost Reductions with 2 FT & 2 PT (4-Handed Shift Staffing)**

**Reduction of Three (3) Part-Time Driver Operator / Engineer Positions** as these three positions would be occupied by full-time personnel.

**Savings Potential: \$68,000+** based on three PT positions working 1508 hours @ \$15.50 per hour each.

**Only Two (2) Department Drills per Month** are needed as 4-handed staffing enables personnel to meet a majority of practical training requirements.

**Savings Potential \$17,000+** based on a reduction of %50 drill hours @ \$15.00 per person average.

**Up to 60% reduction in call-back expense for initial EMS calls** as part-time personnel will not be required to staff the station on initial medical calls. Part-time personnel will still be required to back-fill the station on all other calls.


**Savings Potential: \$13,000** based on an approximate 864 man-hours (150 man-hours per month) @ \$15.00 per hour average.

**Station yardwork and snow removal – to be performed by on-duty personnel.**

**Potential 15% increase in Ambulance collection revenues** as a result of capturing hospital transports otherwise passed onto other Ambulance services.

Our goal is to continue our role as "Ambassadors" of life safety within our community, all the while ensuring our customers receive the most efficient and cost-effective delivery of services available. Year twenty seventeen also marks the 110<sup>th</sup> anniversary as a Fire Department - the oldest in Davis County!

Respectfully Submitted,



Guido Smith  
Fire Chief

Reviewed & Concur



Dave Millheim  
City Manager



# FARMINGTON CITY

H. JAMES TALBOT  
MAYOR

BRETT ANDERSON  
DOUG ANDERSON  
JOHN BILTON  
BRIGHAM N. MELLOR  
CORY R. RITZ  
CITY COUNCIL

DAVE MILLHEIM  
CITY MANAGER

## City Council Staff Report

To: Honorable Mayor and City Council

From: David E. Petersen, Community Development Director

Date: January 3, 2017

SUBJECT: **PARK LANE COMMONS PHASE 4 DEFERRAL AGREEMENT**

### RECOMMENDATION

Approve the enclosed street and sidewalk improvement deferral agreement for Lots 402 and 403 of the Park Lane Commons Phase 4 subdivision subject to the following:

1. The Planning Commission must approve the minor plat for the Park Lane Commons Phase 4 subdivision; and
2. The deferral agreement must be recorded concurrently with the recordation of the minor plat.

### BACKGROUND

The City Council approved a request by THC to amend the Park Lane Commons Phase 2 and 3 subdivision plats to enable the eventual consideration, approval, and recordation of phase 4. The Cabela's lot (Lot 201 of Phase 2) will be subdivided into two lots—Lots 402 and 403, which lots will be part of the new Phase 4. As Phase 2 was recorded the City obtained a "½ width" right-of-way and easement on the west side of the Cabela's for a possible future southerly extension of Market Street, but no agreement was executed regarding its future asphalt, curb and gutter, and sidewalk. Now, as part of the Phase 4 subdivision process, the developer is willing to enter into such an agreement.

Respectively Submitted

David Petersen  
Community Development Director

Review and Concur

Dave Millheim  
City Manager



**WHEN RECORDED, PLEASE MAIL TO:**

Farmington City Recorder  
160 S. Main  
Farmington, Utah 84025

Affects Parcel No. \_\_\_\_\_

**AGREEMENT**

**THIS AGREEMENT** is made by and between The Haws Companies, whose address is 1200 West Red Barn Lane, Farmington UT 84025 (hereinafter referred to as "Developer"), and **FARMINGTON CITY**, a Utah municipal corporation (hereinafter referred to as the "City"), whose address is 160 S. Main, Farmington, Utah 84025.

**RECITALS:**

**WHEREAS**, Developer applied and received approval from the City to amend the previously recorded Park Lane Commons Phase 2 and Phase 3 subdivision plats, and minor plat approval for the Park Lane Commons Phase 4 subdivision plat (the "Final Plat"), which Final Plat is attached hereto as **Exhibit "A,"** and incorporated herein by this reference; and

**WHEREAS**, City ordinances generally require the dedication of necessary property and the installation of public improvements along streets fronting property to be subdivided or further developed; and

**WHEREAS**, as part of the Park Lane Common Phase 2 subdivision plat there was a dedication of right-of-way 16.5 feet in width for a future public street and a conveyance of a public access easement 14 feet in width to accommodate a future sidewalk and park strip, which both together is the "Right-of-way" for purposes of this Agreement; and

**WHEREAS**, the Right-of-way traverses the entire north to south length of the Final Plat, or the western boundary of Lot 402 (the "Property") and Lot 403 thereto, and the legal description of the Property is set forth as **Exhibit "B,"** attached hereto and by this reference made a part hereof; and

**WHEREAS**, Right-of-way constitutes half the width necessary to establish a neighborhood (or local) road, and the City may desire and plan to obtain the other half (remaining right-of-way and public access easement) when and if property adjacent to the west boundary of the Right-of-way is developed in the future (hereinafter referred to as "Adjacent Land"); and

**WHEREAS**, the Developer is the owner of the Property and is obligated to install improvements including, but not limited to, public street improvements, sub-grade, road base, asphalt, curb and gutter, park strip, landscaping, and sidewalks (the "Improvements") in the Right-of-way, including Improvements in that portion of the Right-of-way abutting Lot 403 of the Final Plat (property the developer does not now own), and the City is willing to grant Developer a deferral of the obligation to install the Improvements in the Right-of-way, subject to the terms and conditions set forth in this Agreement:

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. **Incorporation of Recitals.** The above Recitals are hereby incorporated into this Agreement.
2. **Installation of Improvements.** City hereby grants to Developer a deferral of the obligation to install Improvements in the Right-of-way until such time that the Adjacent Land receives approval for development and dedication of their property by the City including the other half of the remaining right-of-way and public access easement. Developer or Developer's successor(s)-in-interest, as owner(s) of the Property hereby agrees to pay the full cost of installation of the Improvements required in the Right-of way upon written request of the City. Such Improvements shall be installed in strict accordance with all City Ordinances, standards and specifications in place at the time such Improvements are installed and Developer's obligation shall include payment of the full cost associated with the installation of such Improvements at the time of installation.
3. **Failure to Pay.** If, for any reason, Developer or Developer's successor(s) in interest fails to pay for installation of the Improvements required herein within ninety (90) days after having been requested in writing by the City to do so, the City is hereby authorized to install the Improvements at the sole expense of the then current owner of the Property and to charge such owner with the cost of the Improvements, together with a fifteen percent (15%) administrative fee. The costs incurred by the City to complete the Improvements upon failure of Developer or Developer's successor(s) in interest to do so, together with interest thereon at the rate of eight percent (8%) per annum, and all costs and reasonable attorneys' fees incurred by the City shall be a charge on the Property and shall be a continuing lien upon the Property until paid. The City may commence an action against the then current owner of the Property or the Property to obtain the necessary dedication of property and to collect the foregoing charges and to foreclose the lien against the Property. Upon foreclosure of the lien provided herein by the City, should any deficiency remain, Developer or Developer's successor(s) in interest shall remain liable for payment of the deficiency.
4. **Fee Title Owner.** Developer hereby represents and warrants that as of the date of Recording of this Agreement, Developer represents the owner of fee title interest to the Property and further hereby confesses judgment for itself, its heirs, representatives, devisees, assigns and successors in interest for the total of any and all amounts expended by the City in obtaining Developer's performance under this agreement and/or for the installation of the Improvements contemplated herein and any expenses related thereto in accordance with the terms of this Agreement. In addition, Developer or Developer's successor(s) in interest hereby covenants and agrees not to contest the formation of a special improvement district organized for the purpose of constructing any and all of the Improvements contemplated herein.
5. **Covenants.** The foregoing covenants in each and every particular are and shall be construed as real covenants and shall run with the property described herein, and the same are hereby made binding upon the heirs, representatives, devisees, assigns and successors in interest of the parties hereto.

6. **Default.** The parties herein each agree that should they default in any of the covenants or agreements contained herein, the defaulting party shall pay all costs and expenses, including reasonable attorneys' fees, which may arise or accrue from enforcing this Agreement or in pursuing any remedy provided hereunder or by the statutes or other laws of the State of Utah, whether such remedy is pursued by filing suit or otherwise, and whether such costs and expenses are incurred with or without suit or before or after judgment.

7. **Amendments.** Any amendment, modification, termination, or rescission (other than by operation of law) which affects this Agreement shall be made in writing, signed by the parties, and attached hereto.

8. **Successors.** This Agreement shall be binding upon and inure to the benefit of the legal representatives, subsequent owners, successors and assigns of the parties hereto.

9. **Notices.** Any notice required or desired to be given hereunder shall be deemed sufficient if sent by certified mail, postage prepaid, addressed to the respective parties at the addresses shown in the preamble.

10. **Severability.** Should any portion of this Agreement for any reason be declared invalid or unenforceable, the invalidity or unenforceability of such portion shall not affect the validity of any of the remaining portions and the same shall be deemed in full force and effect as if this Agreement had been executed with the invalid portions eliminated.

11. **Governing Law.** This Agreement and the performance hereunder shall be governed by the laws of the State of Utah.

12. **Waiver.** No waiver of any of the provisions of this Agreement shall operate as a waiver of any other provision, regardless of any similarity that may exist between such provisions, nor shall a waiver in one instance operate as a waiver in any future event. No waiver shall be binding unless executed in writing by the waiving party.

13. **Captions.** The captions preceding the paragraphs of this Agreement are for convenience only, and shall not affect the interpretation of any provision herein.

14. **Integration.** This Agreement, together with its exhibits, contains the entire and integrated agreement of the parties regarding the deferral and installation of the Improvements as of the date hereof, and no prior or contemporaneous promises, representations, warranties, inducements, or understandings between the parties pertaining to the subject matter hereof which are not contained herein shall be of any force or effect.

15. **Other Security.** This Agreement does not alter the obligation of Developer to provide security in acceptable form under applicable ordinances or rules of the City or any other governmental entity having jurisdiction over Developer.

16. **Exhibits.** Any exhibit(s) to this Agreement are incorporated herein by this reference, and failure to attach any such exhibit shall not affect the validity of this Agreement or of such exhibit. An unattached exhibit is available from the records of the parties.

17. **Recording.** This Agreement shall be recorded with the Davis County Recorder's office for all parcels or lots within the Property as notice of the required Improvements.

**IN WITNESS WHEREOF**, the parties hereto have caused this Agreement to be executed by and through their respective, duly authorized representatives as of the \_\_\_\_ day of \_\_\_\_\_, 2015.

**"DEVELOPER"**

\_\_\_\_\_

**"CITY"**

ATTEST:

**FARMINGTON CITY**

\_\_\_\_\_  
City Recorder

By: \_\_\_\_\_  
Mayor

### CITY ACKNOWLEDGMENT

STATE OF UTAH )

: ss.

COUNTY OF DAVIS )

On the \_\_\_\_ day of \_\_\_\_\_, 2015, personally appeared before me H. James Talbot, who being duly sworn, did say that he is the Mayor of **Farmington City**, a municipal corporation of the State of Utah, and that the foregoing instrument was signed in behalf of the City by authority of its governing body and said H. James Talbot acknowledged to me that the City executed the same.

\_\_\_\_\_  
Notary Public

### DEVELOPER ACKNOWLEDGMENT

STATE OF UTAH )

: ss.

COUNTY OF \_\_\_\_\_)

On the \_\_\_\_ day of \_\_\_\_\_, 2015, personally appeared before me \_\_\_\_\_ who being duly sworn, did say that they are the signers of the foregoing instrument, who duly acknowledged to me that they executed the same.

\_\_\_\_\_  
Notary Public







# FARMINGTON CITY

H. JAMES TALBOT  
MAYOR

BRETT ANDERSON  
DOUG ANDERSON  
JOHN BILTON  
BRIGHAM N. MELLOR  
CORY R. RITZ  
CITY COUNCIL

DAVE MILLHEIM  
CITY MANAGER

## City Council Staff Report

To: Honorable Mayor and City Council

From: David E. Petersen, Community Development Director

Date: January 3, 2017

SUBJECT: LICENCE AGREEMENT FOR BASSETT DRAIN FIELD

### RECOMMENDATION

Approve the enclosed license agreement enabling Bruce and Jeanmarie Bassett to continue use of a portion of the 1100 West right-of-way as an underground drain field for their sanitary sewer septic tank system.

#### Findings:

1. The Bassett dwelling is situated at 1132 West Glover's Lane, and in conjunction with their house site they "acquired" and became the "owner" of parcel 08-082-0031 not knowing that it is public right-of-way.
2. Presently, the drain field is not located under any public improvements such as sidewalk, curb and gutter, and asphalt.
3. Bruce Bassett is the developer of the proposed Eagle Cove subdivision which includes his house.
4. In the event, whether or not the subdivision is recorded, if conventional gravity flow sanitary sewer is provided within a certain distance of the home as per Davis County Health Department rules and regulations, the property owner at the time must abandon the entire septic tank and drain field private system and connect to the public system.

Respectfully Submitted

David Petersen  
Community Development Director

Review and Concur

Dave Millheim  
City Manager



## **LICENSE AGREEMENT**

**THIS LICENSE AGREEMENT** is made and entered into as of the \_\_\_\_ day of January, 2017, by and between **FARMINGTON CITY**, a Utah municipal corporation, hereinafter referred to as the "City", and **BRUCE A. & JEANMARIE N. BASSETT**, hereinafter referred to as the "Permittee".

### **RECITALS:**

**WHEREAS**, the City owns public right-of-way known as 1100 West Street, which property the City utilizes, or is prepared to utilize, for public transportation, utility facilities and other purposes, and which property is shown on Exhibit "A", attached hereto and incorporated herein by this reference; and

**WHEREAS**, the Permittee owns 2.12 acres of property--Davis County Tax I.D. #08-082-0031 (the "Property") and the single family dwelling thereon, which Property is adjacent to 1100 West Street on its east property line, and the Property is further described in Exhibit "B", attached hereto and by this reference made a part hereof; and

**WHEREAS**, a portion of Permittee's drain field (the "Drain Field") for their privately owned sanitary sewer septic tank system is located beneath existing grade but within the 1100 West Street right-of-way (the "Right-of-way"); and

**WHEREAS**, the Permittee is desirous of obtaining a permit from the City for the continued use of the Right-of-way for the Drain Field; and

**WHEREAS**, presently no public improvements such as curb, gutter, sidewalk, asphalt, etc. exist over and above Drain Field as illustrated in Exhibit "C" attached hereto and by this reference made a part hereof; and

**WHEREAS**, the City is willing to grant a license and permit for such use, subject to the terms and conditions set forth below:

### **AGREEMENT**

**NOW, THEREFORE**, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. The Recitals are hereby incorporated into this Agreement.
2. For the sum of Ten Dollars (\$10.00), and other good and valuable consideration, the City hereby grants permission and license to Permittee to continue to use a portion of the Right-of-way for the Drain Field as shown on Exhibit "C," and shall be subject to all conditions of this License Agreement.

3. Permittee agrees not to establish any other improvements in addition to the Drain Field, or to make any other improvements on the Right-of-way except as approved by the City.

4. Permittee will, at Permittee's sole expense replace, alter, or move the Drain Field at the written request of the City. The City hereby agrees that it will not request replacement, alteration, or movement, of the Drain Field unless the City further improves and/or widens the Right-of-way, or causes further improvements or widening to the Right-of-way, or such request is based on objective, demonstrable concern for public health and safety reasons, and Permittee shall make the required changes to the Drain Field within thirty (30) calendar days of notice from the City. Further improvements, as set forth in this paragraph, may include, but is not limited to, curb, gutter, asphalt, sidewalk, public utilities, and/or underground public improvements.

5. In the event, for whatever reason, a public sanitary sewer system is located within a certain distance of the Property pursuant to the rules and regulations of the Davis County Health Department, the Permittee shall immediately abandon use of the Drain Field and related septic tank system and connect to said public system; and, if necessary, reclaim and restore that underground area occupied by the Improvement, which under this scenario is no longer needed, in a manner acceptable to the City and Health Department.

6. Permittee agrees that, at all times, this License shall be subject to any use of the Right-of-way the City may desire, and the City shall not be liable to Permittee for any loss of use or damage to the Improvement or private property.

7. Permittee agrees upon written notice from the City's Public Works Director, to repair any damage caused to the Right-of-way and rights-of-way as a result of Permittee's, or its agents', employees' or invitees' use of the Right-of-way and rights-of-way through this License Agreement.

8. Permittee agrees to indemnify, hold harmless and defend the City, its agents, employees and volunteers, from and against all claims, mechanics' liens, demands, damages, actions, costs and charges, for personal injury or property damage and other liabilities, including attorneys' fees, arising out of or by any reason of Permittee's use of the Right-of-way or any activities conducted thereon by Permittee, its agents, employees or invitees.

9. Permittee shall not assign this Agreement or any rights or interests herein without the prior written consent of the City. Any assignee approved by the City shall consent in writing to be bound by the terms of this Agreement as a condition of the assignment. Permittee shall not transfer, assign, sell, lease, encumber, or otherwise convey its rights and obligations under this Agreement separate from Permittee's interest in the Project and the Property.

9. This Agreement shall be binding upon the parties hereto and their respective officers, agents, employees, members, successors and assigns (where assignment is permitted). The covenants contained herein shall be deemed to run with the Property and the parties agree that a copy of this Agreement may be recorded in the office of the Davis County Recorder, State of Utah.

10. This License Agreement embodies the entire agreement between the parties and it cannot be changed except through a written instrument signed by both parties.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first above written.

**“CITY”**

**FARMINGTON CITY**

ATTEST:

\_\_\_\_\_  
City Recorder

By: \_\_\_\_\_  
Mayor

**“PERMITTEE”**

**BRUCE A. & JEANMARIE N. BASSETT**

By: \_\_\_\_\_  
\_\_\_\_\_

**CITY ACKNOWLEDGMENT**

STATE OF UTAH     )

: ss.

COUNTY OF DAVIS     )

On the \_\_\_\_ day of \_\_\_\_\_, 2016, personally appeared before me H. James Talbot, who being by me duly sworn, did say that he is the Mayor of **FARMINGTON CITY**, a municipal corporation, and that said instrument was signed in behalf of the City by authority of its governing body and said Mayor acknowledged to me that the City executed the same.

My Commission Expires:

\_\_\_\_\_  
NOTARY PUBLIC

Residing at:

\_\_\_\_\_

\_\_\_\_\_

**PERMITTEE ACKNOWLEDGMENT**

STATE OF UTAH                    )

: ss.

COUNTY OF \_\_\_\_\_ )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, personally appeared before me **BRUCE A. BASSETT**, who being by me duly sworn, did say that he is signer of the foregoing instrument, who duly acknowledged to me that he executed the same.

NOTARY PUBLIC

My Commission Expires:

Residing at:

\_\_\_\_\_

\_\_\_\_\_

**PERMITTEE ACKNOWLEDGMENT**

STATE OF UTAH                    )

: ss.

COUNTY OF \_\_\_\_\_ )

On this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, personally appeared before me **JEANMARIE N. BASSETT**, who being by me duly sworn, did say that he is signer of the foregoing instrument, who duly acknowledged to me that he executed the same.

NOTARY PUBLIC

My Commission Expires:

Residing at:

\_\_\_\_\_

\_\_\_\_\_

080620022  
HOLZER, Y J  
817 S 1260 WEST

080630023  
FARMINGTON  
CITY

080770006  
FARMINGTON  
CITY

080770003  
FIELDSTONE  
FARMINGTON PARK LLC

080730029  
FARMINGTON  
CITY

080820010  
SMITH, WILLIAM  
O & JEANNA B

080770097  
FARMINGTON  
CITY

085620121  
FARMINGTON  
CITY

080820013  
BOWEN, N  
CACEY & JACOB

080820011  
BASSETT, BRUCE & JEAN MARIE N  
1132 W GLOVER LN

080820011  
BASSETT, BRUCE & JEAN MARIE N  
1132 W GLOVER LN

Glover Ln(925 S)

080810007  
STODDARD, LYNN F & LAURA  
LORAIN H - TRUSTEES

080790021  
HEPMORCH INVESTMENT  
GROUP LLC

080810044  
WILCOX RALPH L A  
BRIGITTE G - TRUSTEES

080790044  
WILCOX RALPH L A  
COLLEEN - TRUSTEES

080820022  
HOLZER, Y J  
817 S 1200 WEST

080820023  
FARMINGTON  
CITY

080770098  
FARMINGTON  
CITY

080770093  
FIELDSTONE  
FARMINGTON PARK LLC

085730220  
FARMINGTON  
CITY

080820010  
SMITH, WILLIAM  
C & JEANNA B

080770097  
FARMINGTON  
CITY

085620121  
FARMINGTON  
CITY

080820013  
BOWEN, N  
CACEY & J CAROL

080820031  
BASSETT, BRUCE A & JEANMARIE N  
1132 W GLOVER LN

080820031  
BASSETT, BRUCE A & JEANMARIE N  
1132 W GLOVER LN

Glover Ln(925 S)

080810087  
STODDARD, LYNN F & LAURA  
LORAIN H - TRUSTEES

080790027  
HEPWORTH INVENTMENT  
GROUP LLC

080810044  
WILCOX, RALPH L &  
BRIGITTE G - TRUSTEES

080790003  
WILCOX, JOSEPH H &  
COLLEEN - TRUSTEES



ROAD

Tree blew over and I saw drain field here

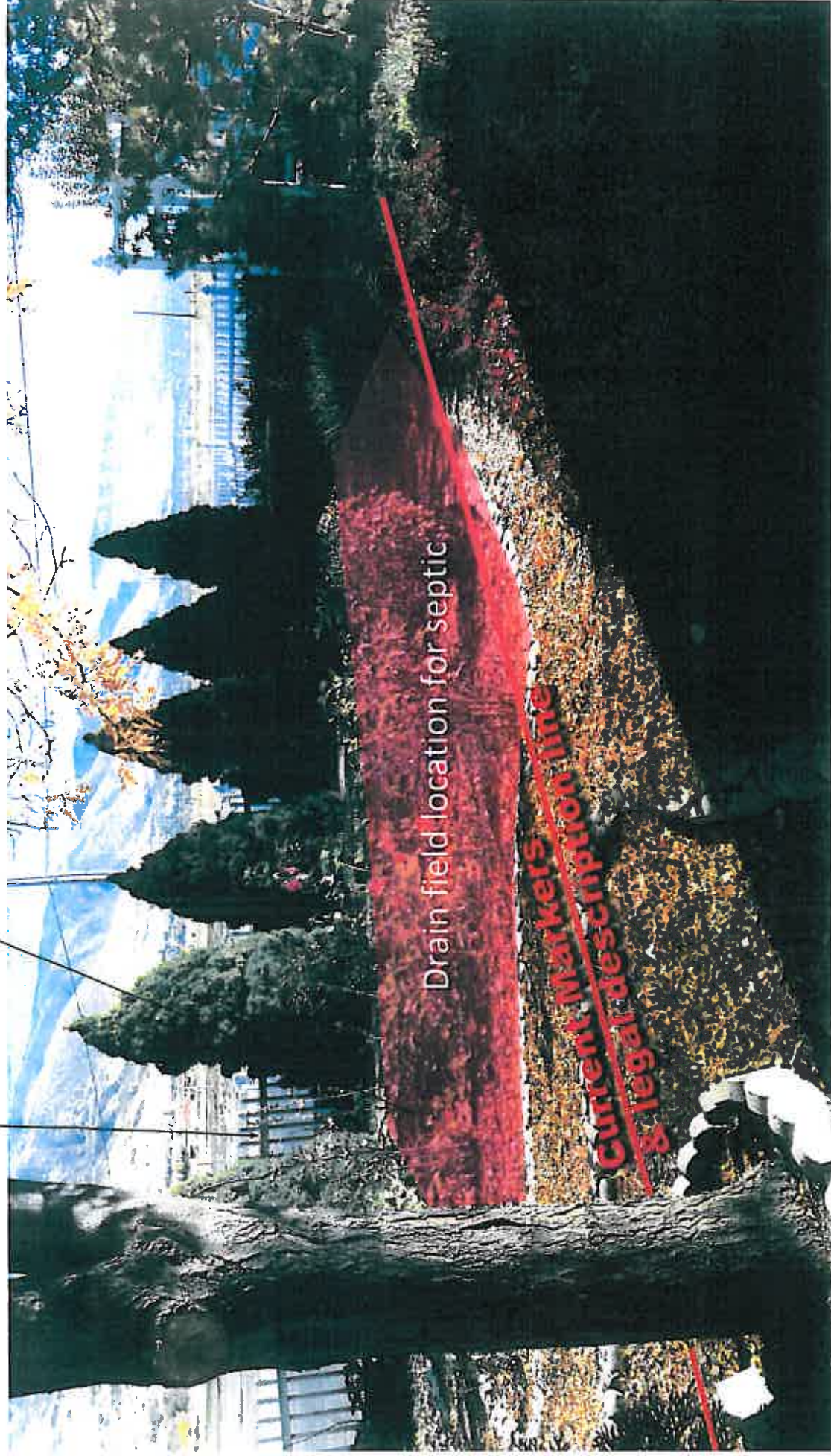


Photo taken 21 Oct 2016

Bassett East Garden.



Legal line

25'

14'

Road

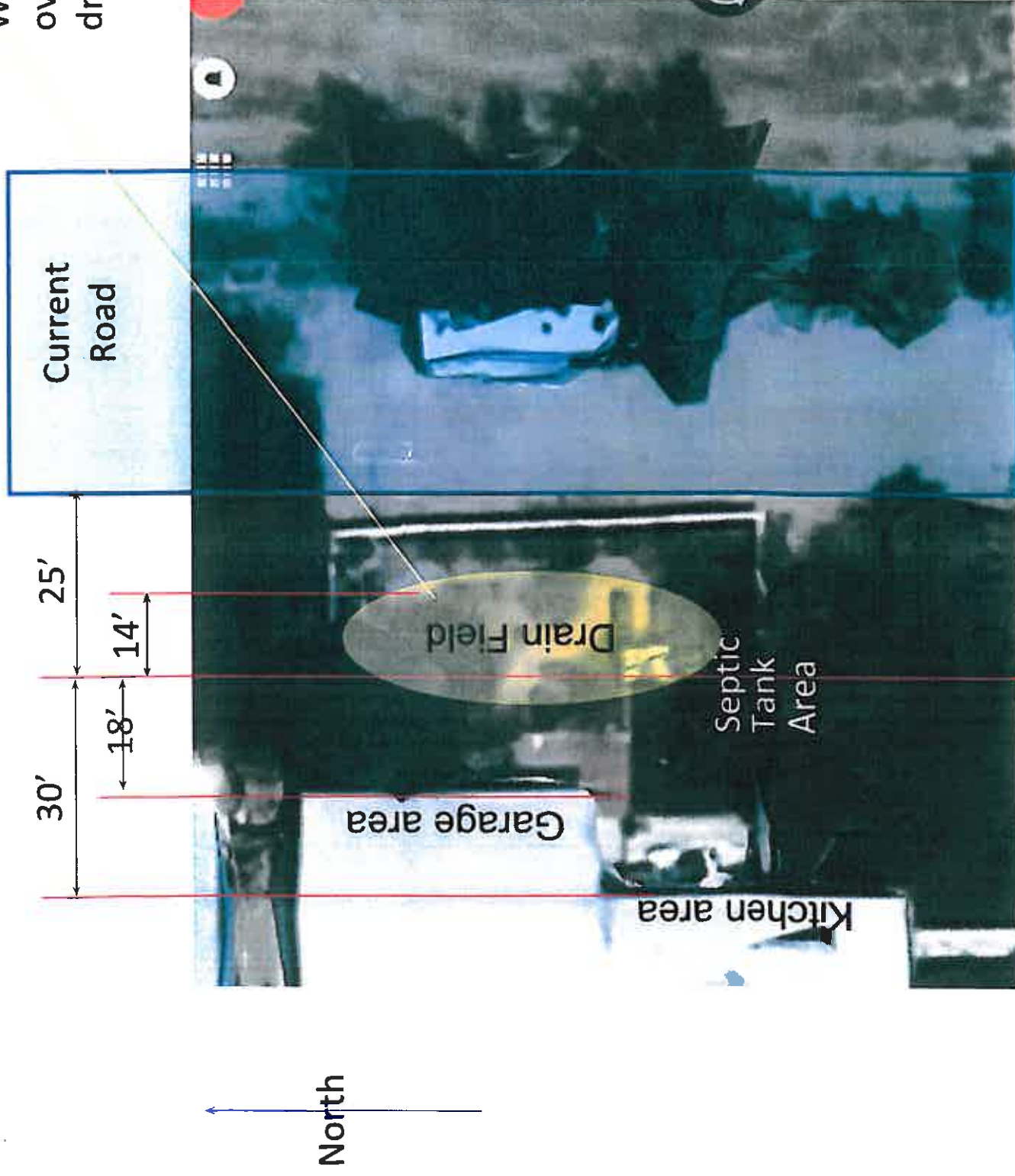


Where tree blew over and I saw the drain field

Photo taken 21 Oct 2016



Where tree blew  
over and I saw the  
drain field



Legal Description  
Line with markers

HOME / PUBLICATIONS / ADMINISTRATIVE CODE

## UTAH ADMINISTRATIVE CODE

The Utah Administrative Code is the body of all effective administrative rules as compiled and organized by the Division of Administrative Rules (see Subsection [63G-3-102\(5\)](#); see also Sections [63G-3-701](#) and [702](#)).

NOTE: For a list of rules that have been made effective since October 1, 2016, please see the [codification segue page](#).

**NOTE TO RULEFILING AGENCIES: Use the RTF version for submitting rule changes.**

Download the [RTF file](#)

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**R317. Environmental Quality, Water Quality.**

**Rule R317-4. Onsite Wastewater Systems.**

As in effect on October 1, 2016

See next slide

TABLE 2

Minimum Separation Distances in Feet (a)

Item Requiring Setback	Minimum Separation Distances in Feet (a)	
	From Building Sewers and Effluent Sewers	From Septic, From Pump, and Other Tanks Absorption Area and Replacement Area

Absorption and  
Replacement Areas

5

(b)

- (h) Horizontal setback between a deep wall trench or seepage pit and a foundation of any building is at least 20 feet.
- (i) The regulatory authority may reduce the separation distance, if it can be shown that the effluent will not enter the drain, but each case must be decided on its own merits by the regulatory authority. In no case shall the regulatory authority grant approval for an absorption area to be closer than 20 feet.

(This is new code so I don't know what the code was back then.  
But even if it was close to the new code, the absorption area (drain field)  
probably starts around the 20' from the garage and goes closer to the  
road)

## FARMINGTON CITY COUNCIL MEETING

November 15, 2016

### WORK SESSION

*Present: Mayor Jim Talbot, Council Members Brett Anderson, Doug Anderson, Brigham Mellor, Cory Ritz, City Manager Dave Millheim, City Development Director David Petersen, City Engineer Chad Boshell, City Recorder Holly Gadd and Recording Secretary Katie Gramse. Council Member John Bilton was excused.*

### Cross Section Approval for the 650 West Street Improvement Project

**Dave Millheim** said that this is a \$4.2 million construction project. He told of the various funds the City has received and explained where each portion of money will be allocated. However, there is still the unfunded SAA portion remaining, which is \$763,915. In the event the SAA does not pass, the City Council will need to decide how they will pay this amount. The City staff came up with two options that will help in paying for the unfunded SAA portion. Both options call upon the extension agreements in their entirety. The majority of the extension agreements have asphalt tie-in as part of the residents' terms. **David Peterson** explained that the asphalt tie-in definitions found in the extension agreements include the area from the property owners' gutter to the existing asphalt portion. To make it fair for each resident, the City averaged out the required asphalt tie-in on both sides of the road. This averaged total will be what the residents owe.

**Dave Millheim** explained Option 1 that is found in the staff report. It states to call on the extension agreements in their entirety. It is estimated that anywhere from \$500,000-\$600,000 could be paid by these agreements. If the extension agreements are called upon, the shortfall that the City would have to contribute is approximately \$270,000. The shortfall that the City will need to pay will be taken from the General Fund. This leaves the extension and non-extension agreement residents to pay for the curb as well as the asphalt tie-in and subbase. The sidewalk portion will be taken out of the area along 650 West and Glovers Lane due to the Tiger Grant.

**Dave Millheim** then explained Option 2 from the staff report. It states to call upon the extension agreements in their entirety, but to have the City's Prop 1 funds allocated to cover the asphalt portion of each respective extension agreement. Those residents on 650 West and Glovers Lane will not have to pay for all the sidewalk due to the Tiger Grant, but the residents will need to cover the City's 20% match. It is estimated that the extension agreements could pay between \$250,000-\$300,000 leaving the City with a shortfall of approximately \$600,000. **Dave Millheim** said the residents do not like the idea of paying so much for the asphalt tie-in, so the City will use the Prop 1 money specifically towards the asphalt tie-in.

**Chad Boshell** told the City Council that there are approximately 8,000 linear feet in the extension agreement portion. This does not include the portions Farmington City owns or the area in front of the high school. **Cory Ritz** estimated that the amount owed from the extension

agreement owners would be around \$62.50 per linear foot. The City Council felt this estimate might be more reasonable for the residents to comply with.

**Dave Millheim** said bidding for this construction project would be best between January through March of 2017. Bidding early will save the City money before the contractors get too busy. Also, the City needs to have the road done before the school year starts in the fall of 2018.

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## **REGULAR SESSION**

*Present: Mayor Jim Talbot, Council Members Brett Anderson, Doug Anderson, John Bilton, Brigham Mellor, Cory Ritz, City Manager Dave Millheim, City Development Director David Petersen, City Engineer Chad Boshell City Recorder Holly Gadd, and Recording Secretary Katie Gramse.*

### **CALL TO ORDER:**

#### **Roll Call (Opening Comments/Invocation/Pledge of Allegiance)**

The invocation was offered by **Brigham Mellor** and the Pledge of Allegiance was led by **James Blood**, a participant from the Boy Scouts of America from troop 981.

**Mayor Jim Talbot** welcomed the youth City Council members **Jake Barnes, Carlie Coates, and Sam Hogge**

### **NEW BUSINESS:**

#### **Construction Options for 650 West Street Improvement Project**

**Chad Boshell** said the total cost of this project is \$4.2 million. The City has received some funding which has been allocated to specific categories. This leaves an unfunded (SAA) amount of \$763,915. This unfunded amount does not include any bonding or financing costs that could occur depending on how the City funds the project.

The City has approximately 53 extension agreements that can be called upon throughout the project. The cost assessed to each resident with an extension agreement is different depending on their specific extension agreement, and whether they do or do not live within the Tiger Grant boundary. There are two options that involve calling upon the extension agreements for funding:

1. Call on the extension agreements in their entirety. It is estimated that anywhere from \$500,000-\$600,000 could be paid by these agreements. If the extension agreements are called upon, the remaining balance the City would have to contribute is approximately \$270,000.

2. Call upon the extension agreements in their entirety, but have the City's Prop 1 funds allocated to cover the asphalt portion of each respective extension agreement. The residents on 650 West and Glovers would not have to pay for all the sidewalk due to the Tiger Grant, but the residents would need to cover the City's 20% match. It is estimated that the extension agreements could pay between \$250,000-\$300,000 leaving the City with a shortfall of approximately \$600,000.

These estimates include curb, gutter, sidewalk, and asphalt extension with the associated items needed to complete those listed in the extension agreement.

Staff recommended the City Council going to bid as soon as possible in order to receive the most favorable bid. As outlined in Option 2, the City will construct the project by using the above funding and calling on the extension agreements along the roads in the current SAA boundary. After the project bids, if there is still a funding shortfall as estimated, the project will then scale back its focus to only completing the 650 West and Glovers Lane portions.

**Doug Anderson** asked **Chad Boshell** if the cost of the project would be a lot different if the City did an equestrian trail opposed to just sidewalks. **Chad Boshell** said the equestrian trail option would depend on how the City wanted it to look and where it would be placed. The Tiger Grant will cover most—if not all—sidewalk fees along 650 West and Glovers Lane. The City does not want to put an equestrian trail along that portion. However, along the other streets that need to be reconstructed, it may consider different options.

**Mayor Jim Talbot** asked if the Council could get an estimate of the total amount the City would save by bidding in January instead of waiting until July. **Chad Boshell** said if the economy stays how it is, the City will save at least 10% by bidding in January. **Mayor Jim Talbot** also asked what the benefit would be if the residents went with the SAA opposed to Option 1 or Option 2. **Chad Boshell** said the SAA lets the residents have a 10-year financing option. If the SAA does not pass, the residents will need to find their own financing or pay it all upfront depending on what their individual extension agreement says.

**Brigham Mellor** said in the event the SAA passes, the City would self-fund the amount so that the City would not need to pay interest charges on a bond. He said if the SAA does not pass, the City calls upon the extension agreements, and the individual cannot pay within their allotted time, the City will place a lien on the property. **Brigham Mellor** then asked if the lien would have interest charges associated with it. **Dave Millheim** said it would have interest charges, attorney fees, and collection charges—plus whatever else it takes to collect the funds.

**Dave Millheim** asked the City Council to authorize clearly notifying the residents of the amount required for their individual property, based on the unfunded portion of the SAA. The City Council agreed that the residents need to be notified prior to December 5<sup>th</sup> which is when the protest period is over. **Dave Millheim**, **Brett Anderson**, and **Cory Ritz** will compose a letter to the residents explaining the total amount owed in the event the SAA passes. The letter will also state the total individual amount owed based on their extension agreement if the SAA does not pass.

***Motion:***

**Brigham Mellor** made a motion that the City Council approve Option 1 as contained in the background portion of this report pursuant to the SAA being shut down after December 5, 2016.

1. Call upon the extension agreements in their entirety. It is estimated that \$500,000-\$600,000 would be paid by these agreements. If the extension agreements are called upon, the shortfall the City would have to contribute is approximately \$270,000.

**John Bilton** seconded the motion, which was unanimously approved.

***Motion:***

**Brigham Mellor** made a motion that the City Council approve to direct City Staff to notify all the residents within the proposed SAA reiterating to them the bottom-line costs associated with their specific property if they were to adopt the SAA or withdraw their protest from the SAA. **John Bilton** seconded the motion which was unanimously approved.

***Motion:***

**Cory Ritz** moved that the City Council approve to direct City Staff to also add in the letter being sent to the proposed SAA residents a secondary number illustrating (as close as the City can estimate), what the residents' cost per linear foot would be if the extension agreements were called upon without the SAA. **Brigham Mellor** seconded the motion, which was unanimously approved.

**Street Cross Section Approval for the 650 West Street Improvement Project**

**Chad Boshell** said that the City Staff has had three meetings with various residents that live on 650 West and 1100 West to discuss concerns about the SAA and the street improvements. Most of the discussions were about the road cross sections in the SAA. The City Staff and its consultants need direction from the City Council on the cross section of the roads so that the design can commence and any additional Right Of Way (ROW) be purchased.

Glovers Lane was the first street that the City Staff talked about in these meetings and not many resident concerns were expressed. **Chad Boshell** noticed there were not any residents that lived on Glovers Lane in attendance at these meetings, however the residents surrounding this area did not have any concerns with what the City was offering.

Glovers Lane is a major collector road which will have an 80' ROW with 52' of asphalt and sidewalks on both sides. Due to the intent and use of Glovers Lane to convey people to the Frontage Road, 650 West, 1100 West, and 1525 West, the City Staff recommends using the cross section that is in Exhibit B in the staff packet.



There was quite a different response from residents regarding the 650 West, 500 South, and 1100 West cross sections. They provided various options and ideas on what the cross sections should include. Below are a list of concerns and desires that were discussed:

- There should be a rural feel to the road and area.
- Some did not want curb and gutter.
- Some wanted rolled curb or a cross gutter as the curb.
- Some were okay with the standard cross section.
- Some wanted a wider street while others wanted a narrower one.
- They all agreed that the road should be striped as more of a traffic calming measure.
- Roads in Park City were mentioned quite a bit which does not have curb and gutter and asphalt trails.
- Some wanted equestrian trails of some kind.
- It was discussed to only have sidewalk on one side with nothing on the other.

During the discussions the City Staff held with residents, there was a lot of uncertainty surrounding resident expectations of the finished product. A lot of different versions of what it should look like were presented. Other conditions that the City Council needs to take into account when considering these cross sections are:

- 650 West and 1100 West are at a minimum, minor collector streets, with 1100 West potentially becoming a major collector in the future. These routes have been planned to be collector roads for many years and will convey a lot of traffic each day, depending on what happens with the West Davis Corridor. **Dave Millheim** also said it depends on what the County will do with the Legacy Center in the future. **Chad Boshell** said that the City's transportation engineer **Tim Taylor** feels that 1100 West will become a major collector road. Even after Shephard Lane interchange was built. The City's traffic modeling still showed that Park Lane was failing, and that UDOT will have to plan another route to get traffic off of Park Lane. **Tim Taylor** feels that in order to do that, there will have to be an interchange off of the West Davis Corridor somewhere south of Farmington. **Dave Millheim** says he agrees with **Tim Taylor** and says this is something that will need to be addressed in the future. Because the City owns most of 1100 West, it might be needed as a ROW.
- 500 South is planned to be a minor collector road and should remain that way, because it is the only east-west connection between Clark Lane and Glovers Lane.
- Curb and gutter is needed to manage storm water, create boundaries, protect asphalt, protect private property, manage parking, and contain vehicular traffic.
- Park strips are used for aesthetic purposes and snow storage in the winter.
- Sidewalk is needed for the Canyon Creek Elementary School children and for the new high school students.

With the desire of some residents to maintain the rural feel, **Chad Boshell** and **David Peterson** went to Holladay City. Holladay City does not have many curb and gutters, and they also have narrow roads. Holladay City does not have the same issues or concerns as Farmington City. **Chad Boshell** said that with the lack of curb and gutters, Holladay City does have problems with asphalt crumbling from the outside in. They do not have any safe routes to their



schools. Currently, where new developments are happening in Holladay City, they are installing curb, gutters, and sidewalks. **Dave Peterson** said that Holladay City does have some rolled curbs, but he noticed that this type of curb is not as strong and presses down easier. It also gets neglected over time due to cars parking on it or over it, and it breaks down quicker. **Chad Boshell** also went to Park City to see their road options. He said the roads in Park City are completely different than 650 West. The areas in Park City that do not have curb and gutters are a lot steeper than 650 West in Farmington, so the drainage would roll off a lot quicker.

**Chad Boshell** said if the City does not put curb and gutter in, it would be a shift in what the City has been allowing in the past. There are areas in Farmington such as Summerset and Main Street that do not have curb and gutter. The City has received many complaints about this and they want to have curb and gutters in place.

**Chad Boshell** explained the two options that are being considered to the City Council. Option 1 is as follows:

- a. Glovers Lane from the Legacy overpass to Country Lane shall be the standard 80' ROW with sidewalk per Exhibit B.
- b. 650 West shall be the standard 66' ROW with sidewalks per Exhibit A.
- c. 500 South shall be the standard 66' ROW with sidewalks per Exhibit A.
- d. 1100 West shall be improved on the remaining portions on the west side only and leave the east side untouched until we have clarity on the future road issues. The west side treatments will adhere to the standard 80' ROW.

**Chad Boshell** said that Option 2 is the same as Option 1 however, 650 West may be the standard 66' ROW per exhibit A with sidewalk on the east side and an equestrian trail on the west from Glovers Lane to 500 South. The City has great trail systems and if the City Council decides that they want to do the equestrian trail, the City would need to commit to it and put it on the south side of Glovers Lane and west side of 1100 West, and place the trail on either side of 1525 West. The trails can then all be connected to the existing ones.

Regarding the equestrian trail, City Staff have come up with two options. The first option would be to not have a landscape strip, but have crushed gravel all the way up. The other option would be to leave a landscape strip in and have 5 feet of a gravel trail put in. That is narrow for an equestrian trail but there would be a landscape buffer that could still beautify the area. There might be a concern with the equestrian trail along 650 West and 1100 West because this area was developed a while ago and had different requirements that were associated with the driveways. Most of the residents have wider and larger driveways and the trail will interfere with them. It would be a stop and go trail. **Chad Boshell** also mentioned that as Farmington is developing there will not be as many people who have horses or use the trails. He feels that at some point in the future there will be no reason to have these trails and the City will then need to replace the trails with sidewalks. The staff is recommending the approval of Option 1 after seeing where Farmington City is headed in the future and hearing from the residents.

**Cory Ritz** felt it was not beneficial to the City that there was not representation from the residents along Glovers Lane or 500 South. He feels that there might be property owners who

have an opinion on the type of trail that will be placed along these roads. **Cory Ritz** thinks the equestrian trails might be a reason people visit Farmington City. People will use and ride the City's trails due to fewer places in the surrounding areas that will have these amenities. He and **Brett Anderson** feel that curb, gutter, and sidewalks are not necessary along the south side of Glovers Lane. **Cory Ritz** would approve Option 2 as long as there were some adjustments to the trails and sidewalks. He is opposed with going away from the trail system entirely.

**Mayor Jim Talbot** mentioned the importance of connecting multi-use trails and/or sidewalks for connectivity and safety for trail users. **Brett Anderson** asked if there would be any other connectivity options instead of Options 1 or 2 that have been mentioned. He felt that a trail along 1100 West would not be necessary. **Chad Boshell** showed a map of all the trails in the west Farmington area. He said that if the City Council goes with Option 2, Staff would add a trail on the south side of Glovers Lane connecting to the Legacy Trail. The reason the Staff would like to put the trail along 1100 West is for connectivity purposes. **Dave Millheim** said the City Staff is not proposing to build all trails right away. They are thinking of the future, and planning where future trail connections could be located.

**Brigham Mellor** explained that the County is trying to remove itself from any horse related activities. The County cannot compete with Central Utah and what they are able to offer with their equestrian events. He and **John Bilton** feel having curb, gutter, and sidewalks in this area will not take away from the rural feel that west Farmington is trying to maintain. Those individuals that enjoy the equestrian lifestyle can still enjoy it. **Brigham Mellor** said that Option 2 with having an equestrian trail along 650 West is not a good idea. This trail would create a false sense of security for individuals who use it. Also, this trail will have several cars drive over the top of it, which will cause it to break down and the City will need to replace it frequently.

**Doug Anderson** said that he was in favor of having more trails in order to lower the cost for the residents, but he thinks it would cause a disservice to the community in the long run due to the maintenance and safety issues. The Tiger Grant that the City will be receiving will also pay for most of the sidewalk cost and he thinks that it would be unfortunate if the City did not use the money it was given. **Mayor Jim Talbot** said his main goal is to provide safety and he feels that curb, gutter, and sidewalks would accomplish that. He does not want to replace a trail in the near future because it might not work out or forfeit the Tiger Grant. He does not want to lose out on that opportunity.

**Dave Peterson** specifically explained the area the Tiger Grant will cover. He said the grant will cover the sidewalks on both sides of Glovers Lane, starting from the UTA tracks continuing to the overpass. It will also cover both sides of 650 West starting from the Pack Farms property continuing to State Street. The Tiger Grant will also cover a 4-foot bike lane on both sides of these streets. The Tiger Grant has specific rules and limited areas as to where it will qualify.

***Motion:***

**Doug Anderson** made a motion to move that the City Council approve the cross sections for Option 1

- a. Glovers Lane from the Legacy overpass to Country Lane shall be the standard 80' ROW with sidewalk per Exhibit B.
- b. 650 West shall be the standard 66' ROW with sidewalks per Exhibit A.
- c. 500 South shall be the standard 66' ROW with sidewalks per Exhibit A.
- d. 1100 West shall be improved on the remaining portions on the west side only and leave the east side untouched until we have clarity on the future road issues. The west side treatments will adhere to the standard 80' ROW.

**John Bilton** seconded the motion, **Doug Anderson**, and **Brigham Mellor** voted in favor of it; **Brett Anderson** and **Cory Ritz** voted to deny it. The motion passed on a 3-2 vote.

#### **Design Engineer for the 650 West Street Improvement Project**

**Chad Boshell** said the City received two proposals to design the 650 Street Improvement Project. The work includes the design of the road and all improvements as detailed in the current SAA boundaries. One of the engineer groups was JUB. Their proposal for this project was \$189,900 and the other engineering group was from CRS. Their bid for this project was \$57,975. City staff recommends awarding the design engineering for the 650 West Street Improvement Project to CRS Engineers.

#### ***Motion:***

**John Bilton** made a motion that the City Council approve the design services and contract for the 650 West Street Improvement Project to CRS Engineers for the amount of \$57,975. **Brett Anderson** seconded the motion, **Doug Anderson**, **John Bilton**, **Brigham Mellor** voted in favor of it; **Cory Ritz** voted to deny it. The motion passed on a 4-1 vote.

#### **SUMMARY ACTION:**

##### **Minute Motion Approving Summary Action List**

1. Resolution and Agreement with Davis Metro Narcotics Task Force

#### ***Motion:***

**John Bilton** made the motion that the City Council approve the Resolution and Agreement with Davis Metro Narcotics Task Force as outlined in the staff report. **Doug Anderson** seconded the motion, which was unanimously approved.

#### **GOVERNING BODY REPORTS:**

##### **City Manager – Dave Millheim**

He did not have anything to report at this time.

## **City Council Committee Reports**

**Mayor Jim Talbot** would like to know the Council member's updates regarding these meetings. **Brigham Mellor** reported that the ULCT will be cancelled for the month of November. The other Council members did not have any updates at this time.

### **Mayor Jim Talbot**

1. He told the Council members that on December 10<sup>th</sup> at 6:00 p.m., he will be hosting a Christmas party for them and their spouses.
2. He reminded the Council members and staff of the employee party on December 16<sup>th</sup> at 1:00 p.m.

### **Council Member – Cory Ritz**

1. He received a letter from a resident and a suggestion was made concerning the roundabout on 1100 West. The exit heading west from the roundabout onto Station Park could be striped for two lanes to alleviate some confusion and congestion.
2. He also mentioned that the residents in the apartments on the west side near the roundabout on 1100 West are parking diagonally and the vehicles are obstructing the road. He suggests that the property owner restripe the parking and have the vehicles park parallel.

Council members **Brett Anderson**, **Doug Anderson**, **John Bilton**, and **Brigham Mellor** did not have anything to report at this time.

## **ADJOURNMENT**

### ***Motion:***

At 9:58 p.m., **Doug Anderson** made a motion to adjourn the meeting. **John Bilton** seconded the motion, which was unanimously approved.

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**Holly Gadd**, City Recorder  
Farmington City Corporation

## FARMINGTON CITY COUNCIL MEETING

December 6, 2016

### WORK SESSION

*Present: Mayor Jim Talbot, Council Members Brett Anderson, Doug Anderson, John Bilton, Brigham Mellor, Cory Ritz, City Manager Dave Millheim, Community Development Director David Petersen, Associate City Planner Eric Anderson, Development Specialist Seth Townsend, City Engineer Chad Boshell, Police Chief Wayne Hansen, Fire Chief Guido Smith, Parks and Recreation Director Neil Miller, City Recorder Holly Gadd and Recording Secretary Katie Gramse. Council Member Doug Anderson was excused.*

**Brett Anderson** arrived to the work session at 4:45 p.m.

**Doug Anderson** arrived to the work session at 6:04 p.m.

### City Financial Update

**Dave Millheim** summarized the financial budget for the 2016 year. Staff has amended the budget twice this year. The General Fund balance has increased and revenue has come in higher, the expenditures in the department are lower which the City is under budget in the general fund. This is important know, because the Council needs to decide what is valuable in hiring or purchasing in the next year. Farmington City is one of the strongest sales tax Cities in the state. The City is now an exporter in sales tax and might stay that way forever. 50% of sales tax is based on population and another 50% is based on direct sales in the physical location. Half of the sales tax that is generated in each city goes into a state pool and then is distributed according to population.

The State requires each city to maintain a savings account. The account cannot be lower than 5% or greater than 25% of the City's budgeted General Fund. This last year Farmington City has had an all-time high with their licenses and permits with many businesses and some residential. Something to be aware of, is there is not any big projects in the near future.

The Police and Fire Departments accumulate approximately 34% of the expenditures in 2016. In a value stand point, Farmington City does not spend as much on these departments as other cities. Farmington City is very fortunate in the amount of money that is in their overall fund. All departments have stayed within budget which has helped in the progressing of this fund.

**Dave Millheim** reminded the Council of the Station Park project. He said it is an \$18.5 million tax increment project. All the sales tax they generate is received by Farmington City, but 100% of the property tax they generate is given back to Station Park until they reach 16.5%-18.5% or in twenty years. **Dave Millheim** believes Farmington City will have paid back Station Park within 10-11 years.

### Fire Department Staffing Needs

**Chief Guido Smith** introduced his fire department staff and explained that on any given shift the fire department will have one full-time employee on duty. He said that his report is correlated with the 5-year business plan that was in the 2011 packet. Over the last 5 years, Farmington City has had a lot of success and growth. The Fire Department has built a substation on the west side of Farmington with minimal supplies and vehicles in case of a seismic event not allowing the emergency vehicles to cross the overpasses.

The focus and emphasis of **Chief Guido Smith** coming to talk to the Council about the growth of Farmington City, is to make sure an ambulance can roll out with any given fire emergency. Currently, they cannot guarantee an ambulance vehicle right away. He proposed three different options to the Council.

- Option #1 would be filling three additional full-time Driver Operator/Engineer positions (one per shift), starting with one position January 1, 2017 and two more July 1, 2017.

- Option #2 would be filling three additional full-time Driver Operator/Engineer positions (one per shift) over a three-year period starting with one position July 1, 2017, second position July 1, 2018 and the third position July 1, 2019. In the meantime, add additional part-time staffing hours in an attempt to achieve 4-handed staffing with a gradual reduction of part-time staffing hours as the full-time positions become filled. Part-time position will be filled April 1, 2017.

- Option #3 would be to add one full-time position FY 2017. Give permission for the FFD to apply for a Federal Grant “staffing for adequate Fire and Emergency Response (SAFER)” in the spring of 2017 for remaining two positions if awarded, this grant will offset the initial salaries of new hires over a four-year period. The Federal government essentially pays a high percentage of the wages which is then reduced over a four-year period. If awarded, Farmington must continue to support these positions for a set amount of time after the grant completion period. The SAFER Grant helps fire departments establish staffing level today, while delaying the full financial impact. **Chief Guido Smith** said his concern with this option is the Federal Government changes the rules on the grants and is unsure if they would be able to receive this Grant.

**Mayor Jim Talbot** asked if there were certain times of the day/night that more emergencies occur. He also asked what hours a full-time employee works. **Chief Guido Smith** said there is not a certain time or day that more emergencies happen it is all variable. He also responded and said full-time employees work 48 hours on and have 96 hours off.

**Dave Millheim** said that with the revenue of Farmington City, the City does have the money to hire employees. However, it is up to the Council to decide what direction they would want to go.

The Council agreed that Option #1 would be the best in providing the Community with the adequate help it would need. **Dave Millheim** asked if the City staff could gain authorization to look more into these options and bring this information back in the next Council meeting with a formal request of Option #1 part of the current and future budget cycle, the Council agreed.

### **Multifamily Inventory and Future Development Patterns**

**Dave Peterson** discussed the multi-family and single-family patterns within the last four decades. The number of single-family dwellings as a percentage of total dwelling units in Farmington has remained constant at approximately 90% of total housing inventory. The mixed use area comprises the remaining 10%. The City's land use plans show that for land outside the mixed use areas, the percentage of single-family dwellings will most likely increase.

**Doug Anderson** said if Farmington City continues to become more heavily populated it is important to have adequate roads and the Council needs to think about the future and what needs to be developed and improved.

### **North Station Master Plan**

The City completed a detailed planning Charrette in the area North of Station Park to Shepard Lane and West of I-15. It is approximately 267 acres and about 27 parcels with multiple property owners. The City has put together a plan for this area, but it will be an extreme amount of work. These properties will be mixed use that will include retail stores, offices, and housing.

**Mayor Jim Talbot** said that with this amount of area it is important to look to the future and what will make Farmington City sustainable, but also allow this City the hometown feel of downtown. It appears this area will be successful but will take several years to complete. **Dave Millheim** said it is important to consider what order this project will be completed and knowing where the storm drains and sewer lines may go. The City needs to know what controlled devices will give the City what it wants to end up with. This will take several work sessions and Council meetings to complete.

**Mayor Jim Talbot and Cory Ritz** feel that in the open space areas it needs to be useable land and take out the spaces that are only used for wet lands. **Brigham Mellor** said the open space areas can aid in an interchange to other amenities. **Mayor Jim Talbot** said it is important to have a major anchor in this development that will allow residents to keep coming back.

### **Karl Asay 650 West History**

**Karl Asay** is a resident of Farmington City. He explained the history of the road along 650 West. Over the years it has had some maintenance as the area has grown. Recently, 650 West has had a lot of traffic from dump trucks which has destroyed the street. However, he feels that it is not necessary for the City to rebuild 650 West North of Glovers Lane.

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### **REGULAR SESSION**

*Present: Mayor Jim Talbot, Council Members Brett Anderson, Doug Anderson, John Bilton, Brigham Mellor, Cory Ritz, City Manager Dave Millheim, Community Development Director David Petersen, Associate City Planner Eric Anderson, City Recorder Holly Gadd, and Recording Secretary Katie Gramse.*

**CALL TO ORDER:**

**Roll Call (Opening Comments/Invocation/Pledge of Allegiance)**

The invocation was offered by **John Bilton** and the Pledge of Allegiance was led by **Luke Harris**, a participant from the Boy Scouts of America Troop 300.

**Mayor Jim Talbot** welcomed the Youth City Council members **Josh Pace** and **Tyler Weddington**.

Council member **John Bilton** was excused at 7:09 p.m.

**PUBLIC HEARINGS:**

**Dorene Smith Subdivision Schematic Plan and Preliminary PUD Master Plan**

**Eric Anderson** said the applicant is requesting approval for a 3 lot minor subdivision located at 244 East 100 North in the OTR zone. There is an existing historic home on the site, and the applicant is proposing to create a lot for the home, restore the historic home, and subdivide the remaining property into two lots. The lot sizes proposed by the applicant meet the requirement for a conventional subdivision in the OTR zone, because they are above the 10,000 square feet minimum. The subdivision ordinance only allows one additional lot be accessed by a private street, anything above that requirement must go through an alternative subdivision approval process that provides flexibility in the underlying standards. Because the applicant is proposing a shared private street to access two lots, the applicant needs to go through the Planned Unit Development (PUD) process. However, 10% of .84 acres is .08 acres, or approximately 3,500 square feet. The PUD chapter does provide a provision whereby historic preservation may be used in lieu of the open space requirement. This is what the staff is suggesting instead of providing unusable open space.

Staff has included a condition to have applicant provide either a cul-de-sac or a hammer head turnaround at the end of the private street. The DRC has reviewed this and is recommending approval as well as the City staff.

**Mayor Jim Talbot** asked the year this historic home was built. The Applicant **Jerry Preston** said it was built in 1878 and is one of the oldest homes in Farmington City.

**Jerry Preston** 177 North Main Street, Farmington. He is the applicant with Elite Craft Homes. He said he is excited to take on this project and make this home beautiful.

**Mayor Jim Talbot opened the public hearing at 7:11p.m.**

**John Bradshaw** 259 East 100 North, Farmington. He expressed his excitement for the reconstruction of this home. He feels it will add value to this area and urged the council to approve this plan.



*Mayor Jim Talbot closed the public hearing at 7:13 p.m.*

**Motion:**

**Brett Anderson** made a motion to move the City Council approve the proposed schematic plan and preliminary PUD master plan for the Dorene Smith PUD Subdivision subject to all applicable Farmington City ordinances and development standards and the following conditions:

1. The applicant shall receive a waiver for any applicable PUD requirements as found in Chapter 27 of the Zoning Ordinance through a vote of not less than four (4) members of the City Council;
2. The applicant shall show either a cul-de-sac or a hammer head turnaround at the end of the private street;
3. Lot 3 shall have a minimum of 35' of frontage on the private street.

**Findings:**

1. The proposed subdivision will match the densities of the surrounding neighborhood.
2. The proposed schematic plan submittal is consistent with all necessary requirements for a minor subdivision as found in Chapter 5 of the City's Subdivision Ordinance.
3. The proposed PUD master plan is consistent with the intent of the PUD ordinance as found in Chapter 17 of the Zoning Ordinance, including but not limited to the preservation of an existing historic home in lieu of the open space requirement.
4. Because the proposed subdivision is in the OTR zone, the applicant will need to meet the standards for new construction as set forth in 11-17-070 of the Zoning Ordinance at the time of building permits. Additionally, compliance with the above cited section will meet and exceed the PUD design standards as set forth in Section 11-27-120(h)(3) of the Zoning Ordinance because the standards in the OTR zone are more specific and more stringent for new construction.

**Cory Ritz** seconded the motion, which was unanimously approved.

**OLD BUSINESS:**

**Rescind and Cancel the Intent of the City to Create the Farmington City, Utah School Safety Assessment Area (SAA)**

**Dave Millheim** said the protest of the SAA closed at 5:00 p.m. on December 5, 2016. There are 115 property owners. The City received 85 protests which represents approximately 74%. The City does not meet the threshold of the SAA. At the previous City Council meeting the Council passed a cross section of the road and directed staff to bid this road based on the design. The Council also adopted a financing plan which includes various components that will not change. The City staff has also met again with the County, but there is not any new information at this time.

***Motion:***

**Brigham Mellor** made a motion to move the City Council to approve to rescind and cancel the intent of the City to create the Farmington City Utah School Safety Assessment Area (SAA), which includes 650 West, portions of 1100 West, 500 South and Glovers Lane areas. **Doug Anderson** seconded the motion, which was unanimously approved.

**NEW BUSINESS:**

**Street Cross Section Modification Proposal for Rock Mill Estates Subdivision Roads**

**Eric Anderson** said the subdivision consists of 25 lots on the Haugen property off of 600 North and Main Street. The preliminary plat for this subdivision was approved and thereafter memorialized by development agreement on September 13, 2010. Symphony Homes has taken over the project and are proposing to complete the development through final plat and construction. However, before they can complete the project, they are proposing to modify the cross-section of certain roads within the subdivision in order to create the number of buildable lots as per the agreement. The roads they are proposing would not have sidewalk and park strip, but the proposal includes curb, gutter, and 28' of asphalt (which is the same as the standard for a local street). The cul-de-sac would also be narrower than the standard; the applicant met with the Fire Marshall and provided a model for a 40' ladder truck turnaround. The Fire Marshall reviewed and approved the proposal. By narrowing the street cross-section, the applicant will be able to preserve a lot of the mature growth trees in the subdivision, and the product would be similar to what Henry Walker Homes did across 600 North in The Grove Subdivision. Symphony homes will include a tree provision plan that will preserve the trees. Staff is recommending approval of this.

**Mayor Jim Talbot** asked how many mature trees might be kept now that Symphony Homes has gone through the tree provision plan. **Eric Anderson** said he does not have an exact number but it is significant.

**Dave Millheim** asked if this proposal yields a better product then what is in the product development agreement and will this proposal replace the development agreement with that consistent with the schematic plan. **Eric Anderson** said the staff would submit a final plat that would take over the preliminary plat. He said the development agreement would not need to be amended. The development agreement memorializes the preliminary plat. **Dave Millheim** asked if the developer knows what they are applying for with this agreement, and proposed cross-section. He also emphasized to the Council that they are approving a street cross-section consistent with this schematic plan. **Eric Anderson** said the developer is aware.

***Motion:***

**Cory Ritz** made a motion to move the City Council to approve as per Section 12-8-100 of the Subdivision Ordinance, move that the City Council approve the proposed street cross-section modification for the Rock Mill Estates Subdivision as shown on the attached plan,

subject to all applicable Farmington City ordinances and development standards and the following conditions:

1. The applicant shall provide a snow removal easement on the side of the road, and this easement shall appear on the plat;
2. The applicant shall follow the approved tree preservation plan submitted to the City.

Findings:

1. The proposed street cross-section modification will allow the applicant to improve upon the already approved preliminary plat for this property by creating a superior layout where the buildable area is maximized and the placement of houses is more feasible.
2. The proposed modification will allow the applicant to preserve many of the mature trees within the proposed subdivision.
3. The proposed subdivision is being modeled after The Grove, which has been a very successful project with no sidewalk and tree-lined narrow streets.
4. The applicant provided a tree preservation plan to the Planning Commission, which was reviewed on December 1, 2016.

**Doug Anderson** seconded the motion, which was unanimously approved.

**Ordinance Adopting the Revised and Codified Ordinances of Farmington City**

**Holly Gadd** said staff has been working on this process for several years and is very excited about the completion of this project. There were a number of State statutory changes to general municipal provisions which the City's code books did not reflect. In light of those changes and the desire to promote the public interest by getting our code on line, the City hired Sterling Codifiers to help with this process.

City staff and Sterling reviewed each title to make the necessary revisions along with minor updates, such as renumbering so all of the titles were consistent. Anyone with questions regarding code issues will now be able to access our entire City code on line after the approval of this recodification. This should also assist us with GRAMA requests where the code will now be available on line.

***Motion:***

**Brigham Mellor** made a motion to move the City Council to approve Pursuant to the authority set forth in Utah Code Annotated Sections 10-3-707, 10-3-709 and 10-3-710 enact, adopt and codify the ordinances of the City, in their entirety, as prepared by Sterling Codifiers; which contains a compilation of all ordinances of the City. **Doug Anderson** seconded the motion, which was unanimously approved by council members **Brett Anderson, Doug Anderson, Brigham Mellor, and Cory Ritz.**

**SUMMARY ACTION:**

**Minute Motion Approving Summary Action List**

1. Ordinance Establishing Dates, Time and Place for Holding Regular City Council Meetings
2. Approval of Minutes from October 18, 2016
3. Approval of Minutes from November 1, 2016
4. Bryce and Amy Calvin Demolition Letter of Credit
5. UTA Shuttle Service Agreement
6. Renewal of Rocky Mountain Power Franchise Agreement

***Motion:***

**Brett Anderson** made a motion to approve the items on the Summary Action List. **Cory Ritz** second the motion, which was unanimously

**GOVERNING BODY REPORTS:**

**City Manager – Dave Millheim**

1. Executive Summary for Planning Commission held on November 17, 2016
2. Fire Monthly Activity Report for October

He did not have anything else to report on at this time.

**Mayor Jim Talbot**

1. He reminded the Council members that on December 10<sup>th</sup> at 6:00 p.m., he will be hosting a Christmas party for them and their spouses.
2. He reminded the Council members and staff of the employee party on December 16<sup>th</sup> at 12:00 p.m.
3. He thanked the Council for taking the time to attend all the meetings that were held last week.

**Council Member – Brett Anderson**

1. He asked how the council could learn or make the process of the SAA work better. Dave Millheim suggested putting this on the agenda in the near future, so the Council can look at it objectively. The Council agreed.

**Council Member – Brigham Mellor**

1. He asked if there were any updates on the Days of '47 Horse Parade. Dave Millheim responded that the City has not received any other information.

Council Members **Doug Anderson** and **Cory Ritz** did not have anything to report at this time.

## ADJOURNMENT

### *Motion:*

At 7:51 p.m., **Brigham Mellor** made a motion to adjourn the meeting. Doug Anderson seconded the motion, which was unanimously approved.

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**Holly Gadd**, City Recorder  
Farmington City Corporation

## CITY COUNCIL AGENDA

For Council Meeting:  
January 3, 2017

### **SUBJECT: City Manager Report**

1. Executive Summary for Planning Commission held on December 1, 2016 and December 15, 2016
2. November Monthly Activity Reports for Police and Fire

NOTE: Appointments must be scheduled 14 days prior to Council Meetings; discussion items should be submitted 7 days prior to Council meeting.



# FARMINGTON CITY

H. JAMES TALBOT  
MAYOR

BRETT ANDERSON  
DOUG ANDERSON  
JOHN BILTON  
BRIGHAM MELLOR  
CORY RITZ  
CITY COUNCIL

DAVE MILLHEIM  
CITY MANAGER

## City Council Staff Report

To: Honorable Mayor and City Council

From: Eric Anderson – City Planner

Date: January 3, 2017

SUBJECT: EXECUTIVE SUMMARY- PLANNING COMMISSION HELD DECEMBER 1, 2016

### RECOMMENDATION

No action required.

### BACKGROUND

The following is a summary of Planning Commission review and action on December 1, 2016 [note: five commissioners attended the meeting—Chair Rebecca Wayment, Alex Leeman, Connie Deianni, Kent Hinckley, Dan Rogers, and Bret Gallacher. Commissioner Heather Barnum was excused.

Item 3 Mike Wagstaff / Chris McRoberts (Public Hearing) – Applicant is requesting conditional use permit approval for a residential facility for the disabled on 5.07 acres of property located at 235 South 200 East in an R-2 (Multiple Family Residential) zone. (C-14-16)

*The City Attorney attended the meeting to discuss with the Planning Commission their options in regard to the city ordinance and the federal law (specifically ADA and Fair Housing Act). Much of the discussion was centered around reasonable accommodation and how if the City does not require a single family residence to go through a conditional use permit process, then they cannot require that a residential facility for the disabled go through that process either, as that would be discriminatory, i.e. treating one resident differently than another. The City currently does require residential facilities for the disabled to go through a conditional use permit, but not a single family residence, and therefore the City's ordinance is not in compliance with federal law.*

*As per our existing ordinance, the meeting was noticed, and the Planning Commission was directed by the attorney to hold a public hearing and process this as a conditional use permit, but was also directed by counsel to amend the Zoning Ordinance as soon as possible to ensure this does not occur in the future.*

*Voted to approve the conditional use permit as written in the staff report with an added condition 4 and a finding as follows:*

*4 – The City shall grant reasonable accommodation to applicant to allow for 16 residents at the facility.*

*Finding: Proposed application and requested accommodation is reasonable and necessary for financial and therapeutic reasons, based on site conditions.*

*Vote: 6-0*

Miscellaneous Item: Tree Preservation Plan – Symphony Homes – Rock Creek Subdivision

*Voted to approve the tree preservation plan as proposed in the staff report.*

*Vote: 6-0*

Respectfully Submitted

A blue ink signature of Eric Anderson, consisting of a stylized 'E' followed by a dot.

Eric Anderson  
City Planner

Review & Concur

A blue ink signature of Dave Millheim, written in a cursive style.

Dave Millheim  
City Manager





# FARMINGTON CITY

H. JAMES TALBOT  
MAYOR

BRETT ANDERSON  
DOUG ANDERSON  
JOHN BILTON  
BRIGHAM MELLOR  
CORY RITZ  
CITY COUNCIL

DAVE MILLHEIM  
CITY MANAGER

## City Council Staff Report

To: Honorable Mayor and City Council

From: Eric Anderson – City Planner

Date: January 3, 2017

SUBJECT: EXECUTIVE SUMMARY- PLANNING COMMISSION HELD DECEMBER 15, 2016

### RECOMMENDATION

No action required.

### BACKGROUND

The following is a summary of Planning Commission review and action on December 15, 2016 [note: five commissioners attended the meeting—Chair Rebecca Wayment, Alex Leeman, Heather Barnum, Connie Deianni, and Kent Hinckley. Commissioners Brett Gallacher and Dan Rogers were excused.

Item 3 Jonathan Hughes and Chase Freebairn / Ivory Homes – Applicants are requesting a recommendation for General Land Use Plan Amendment of 31.79 acres of property located at approximately 600 South 1525 West from DR (Development Restricted, Very Low Density, and/or Agriculture Open Space) to RRD (Rural Residential Density) designation. (Z-2-16)

*Voted to recommend that the City Council deny the General Plan amendment as written in the staff report, striking the second portion of the motion and finding 4. The Planning Commission felt that adding a finding that suggested the applicant pursue a TDR was superfluous, and not the Planning Commission's place to suggest how the applicant can or cannot develop their property. The Commission also felt that it is up to the applicant to pursue any potential options available to him, if and when the application is denied by the City Council.*

*Vote: 4-1 with Alex Leeman being the dissenting vote.*

Miscellaneous Items: Street-Cross Section Modification – Symphony Homes – Rock Creek Subdivision

a. Wasserman Shop in a Side Yard (Public Hearing) – 734 North 2000 West – AE Zone

*Voted to table the item pending further information from the applicant. The applicant was unable to attend the meeting due to a family emergency. The site plan and narrative provided were inadequate to address the commissioner's questions. By tabling the request, the Commission is giving the applicant an*

*opportunity to be present at the meeting and provide some additional information, including elevations and photos of the proposed "shop".*

*Vote: 5-0*

b. Charette Update/Discussion

*Staff presented the results of the regional mixed-use employment center charette hosted by UDA.*

c. Elections

*Heather Barnum was voted as chair, and Alex Leeman as vice chair. Kent Hinckley was appointed as the Board of Adjustment representative. It was a peaceful transfer of power.*

d. 2017 Planning Commission Calendar

*The following dates are when Planning Commission will be held in 2017: January 5 & 19, February 9 & 23, March 9 & 23, April 20, May 4 & 18, June 8 & 22, July 20, August 3 & 17, September 7 & 21, October 5 & 19, November 2 & 16, and December 14. All dates are on Thursday evenings at 7:00 p.m.*

e. Other – Pete Smith from Advanced Solutions Group request for a modification to the approved elevations as part of the Meadows at City Park Planned Unit Development Master Plan.

*Applicant was requesting to build a product of all hardy board instead of a mix of hardy board, stone, and brick as was originally approved. The Planning Commission denied this request as they felt that the original proposal was what was agreed upon and approved as part of the original application and will provide a better product.*

*Vote: 5-0*

Respectfully Submitted



Eric Anderson  
City Planner

Review & Concur



Dave Millheim  
City Manager



# Farmington City Police Department 2016 - Activity and Case load summary

	January	February	March	April	May	June	July	August	September	October	November	December
Total Case#	197	202	220	201	276	298	321	301	239	255	210	
Total Reports Officer	76	73	106	87	115	117	143	110	96	85	72	
Crime	86	108	91	95	129	142	145	161	110	153	101	
Accident	43	18	21	18	35	49	31	34	33	17	35	
Supp	41	46	36	49	52	59	43	51	44	38	67	
Citations	83	122	103	68	124	138	108	111	116	85	88	
Traffic	59	87	74	46	86	86	61	64	63	51	58	
Speed	13	25	25	13	18	20	7	9	17	11	11	
Parking	12	12	0	0	0	1	6	0	0	1	0	
Other	24	35	29	22	38	52	47	47	53	34	30	
Activities	2243	2250	2547	2231	2700	2932	2889	2757	2510	2323	2295	
Total Hours	750	732	742	802	979	1032	1148	1019	816	914	695	
Avg/Activity	20	19	17	21	21	21	23	22	19	23	18	
Investigations Working	77	83	79	60	81	74	69	78	90	90	67	
# Reports	32	34	36	44	35	54	28	26	38	34	60	



# Farmington City Police Department 2016 - Summary Cont.

		AVG	YTD
Cases		247.27	2720
Reports	Officer	98.18	
	Crime	120.09	
	Accident	30.36	334
	Supp	47.82	
Citations	Total	104.18	1146
	Traffic	66.82	
	Speed	15.36	169
	Parking	2.91	
	Other	37.36	
Activities	Total	2516.09	27677
	Hours	875.36	9629
	Avg/Act	20.36	
Investigations	Working	77.09	
	# Reports	38.27	421



# Farmington City Fire Department

## Monthly Activity Report

### November 2016



#### Emergency Services

**Fire / Rescue Related Calls:** 17

*All Fires, Rescues, Haz-Mat, Vehicle Accidents, CO Calls, False Alarms, Brush Fires, EMS Scene Support, etc...*

**Ambulance / EMS Related Calls:** 71 / Transported 38 (53%)

*Medicals, Traumatic Incidents, Transfers, CO Calls w/ Symptomatic Patients, Medical Alarms, etc...*

**Calls Missed / Unable to Adequately Staff:** 8 (9%)

#### On-Duty Crew / Shift Dynamic Data / November 1<sup>st</sup> – 30<sup>th</sup>

**Incident / On-Scene Hours / Month Total:** 35.1 Hours (Approximate 140 Man-Hours)

**Ambulance Transport Related Hours / Month Total:** 76 Hours (Approximate 152 Man Hours)

**Urgent EMS Related Response Times (AVG):** 4.5 Minutes GOAL 4 minutes or less (+0.5 min.)

**Urgent Fire Related Response Times (AVG):** 7.1 Minutes GOAL 4 minutes or less (+3.1 min.)

#### Part-Time Man-Hours (based on the following 28-day pay range / Nov 11<sup>th</sup> & Nov 25<sup>th</sup>)

<b>Part-Time Shift Staffing:</b>	1,284	Budgeted 1,394	Variance - 110
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<b>Part-Time Secretary:</b>	100	Budgeted 100	Variance + 0
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<b>Part-Time Fire Marshal:</b>	84	Budgeted 80	Variance + 4
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<b>Part-Time Fire Inspector</b>	50	Budgeted 64	Variance + 16
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<b>Full-Time Captains:</b>	N/A	48/96 Hour Schedule	Variances / Overtime + 12
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<b>Full-Time Fire Chief:</b>	N/A	Salary Exempt	
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<b>Training &amp; Drills:</b>	140		
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<b>Emergency Callbacks:</b>	144	FIRE 30 Hrs. / EMS 54 Hrs. (YTD) 2,426	
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<b>Special Event Hours:</b>	45	(YTD) 1221	
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<b>Total PT Staffing Hours:</b>	1847	(YTD) 22,850	
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### Monthly Revenues & Grant Activity YTD

	Month	Calendar Year	FY 2017
Ambulance (October 2016):			
Ambulance Services Billed:	\$66,354.80	\$582,633.83 YTD	\$243,375.35
Ambulance Billing Collected:	\$35,171.90	\$260,370.66 YTD	\$111,154.55
<b>Variances:</b>	<b>-\$31,182.90</b>	<b>-\$322,263.17 YTD</b>	<b>-\$132,220.80</b>
Collection Percentages:	53%	45%	46%

### Grants / Assistance / Donations

#### Grants Applied For:

None \$0 \$32,500 YTD

#### Grants / Funds Received / Awarded:

None \$0 \$7,000 YTD

### Scheduled Department Training (To Include Wednesday Evening Drills) & Man Hours

Drill # 1— Officers Monthly Meeting & Training:	12	
Drill #2 – EMS Pediatric Advanced Life Support	48	Avg. Wednesday Night Drill Att.
Drill #3 – DCSO Jail / Facilities Drill	42	FFD Personnel This Month: 13
Drill #4 – No Drill – Thanksgiving.	0	
Other Training:		
EMS – U of U Trauma Review / Trauma Protocol Drill	48	
Active Shooter / FOG Reviews	16	
<b>Total Training / Actual Hours Attended:</b>	<b>166</b>	<b>2,873 HRS YTD</b>

### Fire Prevention & Inspection Activities

	QTY	
New Business Inspections:		
Existing Business Inspections:	71	
Re-Inspections:	9	
Fire Plan Reviews & Related:	19 Items	
Consultations & Construction Meetings:	194 Items	
Station Tours & Public Education Sessions:	12	123 YTD

### Health, Wellness & Safety Activities

	QTY	
Reportable Injuries:	0	1 YTD (Lifting / Leg Injury)
Physical Fitness / Gym Membership Participation %	100%	
Chaplaincy Events:	2	

### FFD Committees & Other Internal Group Status

Process Improvement Program (PIP) Submittals:	1	9 YTD
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#### Additional Narrative:

*Emergent EMS response times averaged 4.5 minutes and Emergent FIRE response times averaged 7.1 minutes. Eight calls (9%) resulted in "no-staffing" or "short-staffing" of apparatus (on-duty crew attending to other calls and/or part-time staffing not available due to lack of availability). 53% of all Ambulance calls resulted in transporting patients to hospitals. Collections of revenues continue with little predictability due to collection & mandated billing variables. Full-time and Part-time staffing hours again exceeded typical parameters to accommodate vacation hours. November proved to be a month of various traumatic incidents within the city and on the freeway, resulting in a couple fatalities. Fire prevention and inspections activities continue to move forward with our database evolving. FFD plans to hire additional part-time, entry-level positions within the next couple of months (based on staffing improvement potentials). November training encompassed Leadership Development, renewal of Pediatric Advance Life Support certifications (PALS), DCSO Jail Training, U of U Medical Center Trauma Review – Recent trauma cases (to include fatal incident at the new high school) and Active Shooter incident response training / FEMA virtual table top. Note: FFD is still working with FPD to promote joint-training / tabletop and practical evolutions. FFD is also actively working*



with other departments within the county to update Field Operating Guidelines (FOG's). Our EMS committee is still in the process of evaluating a couple of chest compression devices before making a final recommendation for purchase. Our Ladder Truck (T-71) ended its 2-year warranty period and received final servicing under the warranty program. Both "Pierce Fire Apparatus Manufacturing" and "Bronto Skylift" service representatives provided training to our city mechanics and applicable fire personnel. Although we had a few, initial challenges with this truck, we anticipate minimal operating problems in the future. Another station bay door failed requiring 3<sup>rd</sup>-party servicing / repair. These 26-year old doors have been problematic over the past few years and will require an improved service agreement next fiscal year. Our Special Response Vehicle (SRV-71) is back in Farmington after receiving paint. Note: This SRV (received via FEPP grant) has enabled us to transfer three (3) other vehicles back to the city for use. This SRV shall be available for Rope Rescue, Ice Rescue and limited Command Support functions within the next month. Our goal is to complete this project next fiscal year. Once becoming 100% mission capable, this SRV will be capable of achieving 10 operational objectives - most multipurpose emergency vehicle within the region:



1. Wildand Fire Support.
2. Rope Rescue Response.
3. Ice Rescue Response.
4. Water Rescue Response.
5. Fire / Police 5-Seated Mobile Incident Command Post (MICP).
6. Fire / Police Scene Security and Lighting Support.
7. Fire / Police Communications Support – 800 MHz Repeater & Ham Radio Base Capabilities.
8. Fire / Police Command Training Center (CTC).
9. Regional "Urban Search & Rescue" (USAR) & "State Urban Search & Rescue" (SUSAR) Support.
10. Public Education Support – "Fire Wise" and "Sparky Dog" Programs.

Please feel free to contact myself at your convenience with questions, comments or concerns:

Office (801) 939-9260 or email [gsmith@farmington.utah.gov](mailto:gsmith@farmington.utah.gov)

Respectfully,

Guido Smith  
Fire Chief

**Farmington City Fire Department - Proud Protectors of Your Life and Property**

- Since 1907